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SAUCE.

# Hongkong Daily Press.

ESTABLISHED 1857

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Is a science which has become  
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No. 20,211

號一十百二第第二第

日一廿月二年亥癸

HONGKONG, FRIDAY, APRIL 6TH, 1923. 五拜禮

號六月四年二十國民華中

PRICE, \$3 PER MONTH

## INTIMATION

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BASS LIGHT  
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BOUND VOLUMES of the HONGKONG  
WEEKLY PRESS, January to June  
1923.  
With Index. Price \$7.50.  
On sale at the Hongkong Daily Press.

**PEAK TRAMWAY CO.  
LIMITED.**

## TIME-TABLE:

**WEEK-DAY.**  
7.00 a.m., 7.10 a.m.  
7.30 a.m. to 8.00 a.m. every 15 minutes  
8.00 " " 11.00 " " 10 "  
11.30 " " 12.30 p.m. " 15 "  
12.30 p.m. " 2.30 " " 10 "  
2.30 " " 4.00 " " 15 "  
4.00 " " 8.10 " " 10 "  
**NIGHT CARS.**  
8.50 p.m., 9.00 p.m., 9.30 p.m.  
9.30 p.m. to 11.00 p.m. every 30 minutes  
11.15 p.m. to 11.45 p.m. every 15 minutes  
**SATURDAY.**  
Extra Car—12 midnight.  
**SUNDAY.**  
7.00 a.m., 7.10 a.m.  
7.30 a.m. to 9.00 a.m. every 15 minutes  
9.30 " " 11.00 " " 10 "  
11.15 " " 12.00 noon " 15 "  
1.00 p.m. " 4.00 " " 15 "  
4.00 " " 8.10 " " 10 "  
**NIGHT CARS.**  
8.50 p.m., 9.00 p.m., 9.30 p.m.  
9.30 p.m. to 11.30 p.m. every 30 minutes  
11.45 p.m.

**SPECIAL CARS** by arrangement at  
the Company's Office, Alexandra Buildings,  
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but not for special cars, can be obtained on  
application at the Company's Office. No  
Season ticket will be issued until payment  
thereof has been made in Bank Notes or  
Cheques or Compro Order presented  
Bank Notes.

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE

On and after FRIDAY, SEPTEMBER 15TH, 1923, until further Notice.  
(All previous Time Tables cancelled.)

### DOWN TRAINS.

Station		No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100	No. 101	No. 102	No. 103	No. 104	No. 105	No. 106	No. 107	No. 108	No. 109	No. 110	No. 111	No. 112	No. 113	No. 114	No. 115	No. 116	No. 117	No. 118	No. 119	No. 120	No. 121	No. 122	No. 123	No. 124	No. 125	No. 126	No. 127	No. 128	No. 129	No. 130	No. 131	No. 132	No. 133	No. 134	No. 135	No. 136	No. 137	No. 138	No. 139	No. 140	No. 141	No. 142	No. 143	No. 144	No. 145	No. 146	No. 147	No. 148	No. 149	No. 150	No. 151	No. 152	No. 153	No. 154	No. 155	No. 156	No. 157	No. 158	No. 159	No. 160	No. 161	No. 162	No. 163	No. 164	No. 165	No. 166	No. 167	No. 168	No. 169	No. 170	No. 171	No. 172	No. 173	No. 174	No. 175	No. 176	No. 177	No. 178	No. 179	No. 180	No. 181	No. 182	No. 183	No. 184	No. 185	No. 186	No. 187	No. 188	No. 189	No. 190	No. 191	No. 192	No. 193	No. 194	No. 195	No. 196	No. 197	No. 198	No. 199	No. 200	No. 201	No. 202	No. 203	No. 204	No. 205	No. 206	No. 207	No. 208	No. 209	No. 210	No. 211	No. 212	No. 213	No. 214	No. 215	No. 216	No. 217	No. 218	No. 219	No. 220	No. 221	No. 222	No. 223	No. 224	No. 225	No. 226	No. 227	No. 228	No. 229	No. 230	No. 231	No. 232	No. 233	No. 234	No. 235	No. 236	No. 237	No. 238	No. 239	No. 240	No. 241	No. 242	No. 243	No. 244	No. 245	No. 246	No. 247	No. 248	No. 249	No. 250	No. 251	No. 252	No. 253	No. 254	No. 255	No. 256	No. 257	No. 258	No. 259	No. 260	No. 261	No. 262	No. 263	No. 264	No. 265	No. 266	No. 267	No. 268	No. 269	No. 270	No. 271	No. 272	No. 273	No. 274	No. 275	No. 276	No. 277	No. 278	No. 279	No. 280	No. 281	No. 282	No. 283	No. 284	No. 285	No. 286	No. 287	No. 288	No. 289	No. 290	No. 291	No. 292	No. 293	No. 294	No. 295	No. 296	No. 297	No. 298	No. 299	No. 300	No. 301	No. 302	No. 303	No. 304	No. 305	No. 306	No. 307	No. 308	No. 309	No. 310	No. 311	No. 312	No. 313	No. 314	No. 315	No. 316	No. 317	No. 318	No. 319	No. 320	No. 321	No. 322	No. 323	No. 324	No. 325	No. 326	No. 327	No. 328	No. 329	No. 330	No. 331	No. 332	No. 333	No. 334	No. 335	No. 336	No. 337	No. 338	No. 339	No. 340	No. 341	No. 342	No. 343	No. 344	No. 345	No. 346	No. 347	No. 348	No. 349	No. 350	No. 351	No. 352	No. 353	No. 354	No. 355	No. 356	No. 357	No. 358	No. 359	No. 360	No. 361	No. 362	No. 363	No. 364	No. 365	No. 366	No. 367	No. 368	No. 369	No. 370	No. 371	No. 372	No. 373	No. 374	No. 375	No. 376	No. 377	No. 378	No. 379	No. 380	No. 381	No. 382	No. 383	No. 384	No. 385	No. 386	No. 387	No. 388	No. 389	No. 390	No. 391	No. 392	No. 393	No. 394	No. 395	No. 396	No. 397	No. 398	No. 399	No. 400	No. 401	No. 402	No. 403	No. 404	No. 405	No. 406	No. 407	No. 408	No. 409	No. 410	No. 411	No. 412	No. 413	No. 414	No. 415	No. 416	No. 417	No. 418	No. 419	No. 420	No. 421	No. 422	No. 423	No. 424	No. 425	No. 426	No. 427	No. 428	No. 429	No. 430	No. 431	No. 432	No. 433	No. 434	No. 435	No. 436	No. 437	No. 438	No. 439	No. 440	No. 441	No. 442	No. 443	No. 444	No. 445	No. 446	No. 447	No. 448	No. 449	No. 450	No. 451	No. 452	No. 453	No. 454	No. 455	No. 456	No. 457	No. 458	No. 459	No. 460	No. 461	No. 462	No. 463	No. 464	No. 465	No. 466	No. 467	No. 468	No. 469	No. 470	No. 471	No. 472	No. 473	No. 474	No. 475	No. 476	No. 477	No. 478	No. 479	No. 480	No. 481	No. 482	No. 483	No. 484	No. 485	No. 486	No. 487	No. 488	No. 489	No. 490	No. 491	No. 492	No. 493	No. 494	No. 495	No. 496	No. 497	No. 498	No. 499	No. 500	No. 501	No. 502	No. 503	No. 504	No. 505	No. 506	No. 507	No. 508	No. 509	No. 510	No. 511	No. 512	No. 513	No. 514	No. 515	No. 516	No. 517	No. 518	No. 519	No. 520	No. 521	No. 522	No. 523	No. 524	No. 525	No. 526	No. 527	No. 528	No. 529	No. 530	No. 531	No. 532	No. 533	No. 534	No. 535	No. 536	No. 537	No. 538	No. 539	No. 540	No. 541	No. 542	No. 543	No. 544	No. 545	No. 546	No. 547	No. 548	No. 549	No. 550	No. 551	No. 552	No. 553	No. 554	No. 555	No. 556	No. 557	No. 558	No. 559	No. 560	No. 561	No. 562	No. 563	No. 564	No. 565	No. 566	No. 567	No. 568	No. 569	No. 570	No. 571	No. 572	No. 573	No. 574	No. 575	No. 576	No. 577	No. 578	No. 579	No. 580	No. 581	No. 582	No. 583	No. 584	No. 585	No. 586	No. 587	No. 588	No. 589	No. 590	No. 591	No. 592	No. 593	No. 594	No. 595	No. 596	No. 597	No. 598	No. 599	No. 600	No. 601	No. 602	No. 603	No. 604	No. 605	No. 606	No. 607	No. 608	No. 609	No. 610	No. 611	No. 612	No. 613	No. 614	No. 615	No. 616	No. 617	No. 618	No. 619	No. 620	No. 621	No. 622	No. 623	No. 624	No. 625	No. 626	No. 627	No. 628	No. 629	No. 630	No. 631	No. 632	No. 633	No. 634	No. 635	No. 636	No. 637	No. 638	No. 639	No. 640	No. 641	No. 642	No. 643	No. 644	No. 645	No. 646	No. 647	No. 648	No. 649	No. 650	No. 651	No. 652	No. 653	No. 654	No. 655	No. 656	No. 657	No. 658	No. 659	No. 660	No. 661	No. 662	No. 663	No. 664	No. 665	No. 666	No. 667	No. 668	No. 669	No. 670	No. 671	No. 672	No. 673	No. 674	No. 675	No. 676	No. 677	No. 678	No. 679	No. 680	No. 681	No. 682	No. 683	No. 684	No. 685	No. 686	No. 687	No. 688	No. 689	No. 690	No. 691	No. 692	No. 693	No. 694	No. 695	No. 696	No. 697	No. 698	No. 699	No. 700	No. 701	No. 702	No. 703	No. 704	No. 705	No. 706	No. 707	No. 708	No. 709	No. 710	No. 711	No. 712	No. 713	No. 714	No. 715	No. 716	No. 717	No. 718	No. 719	No. 720	No. 721	No. 722	No. 723	No. 724	No. 725	No. 726	No. 727	No. 728	No. 729	No. 730	No. 731	No. 732	No. 733	No. 734	No. 735	No. 736	No. 737	No. 738	No. 739	No. 740	No. 741	No. 742	No. 743	No. 744	No. 745	No. 746	No. 747	No. 748	No. 749	No. 750	No. 751	No. 752	No. 753	No. 754	No. 755	No. 756	No. 757	No. 758	No. 759	No. 760	No. 761	No. 762	No. 763	No. 764	No. 765	No. 766	No. 767	No. 768	No. 769	No. 770	No. 771	No. 772	No. 773	No. 774	No. 775	No. 776	No. 777	No. 778	No. 779	No. 780	No. 781	No. 782	No. 783	No. 784	No. 785	No. 786	No. 787	No. 788	No. 789	No. 790	No. 791	No. 792	No. 793	No. 794	No. 795	No. 796	No. 797	No. 798	No. 799	No. 800	No. 801	No. 802	No. 803	No. 804	No. 805	No. 806	No. 807	No. 808	No. 809	No. 810	No. 811	No. 812	No. 813	No. 814	No. 815	No. 816	No. 817	No. 818	No. 819	No. 820	No. 821	No. 822	No. 823	No. 824	No. 825	No. 826	No. 827	No. 828	No. 829	No. 830	No. 831	No. 832	No. 833	No. 834	No. 835	No. 836	No. 837	No. 838	No. 839	No. 840	No. 841	No. 842	No. 843	No. 844	No. 845	No. 846	No. 847	No. 848	No. 849	No. 850	No. 851	No. 852	No. 853	No. 854	No. 855	No. 856	No. 857	No. 858	No. 859	No. 860	No. 861	No. 862	No. 863	No. 864	No. 865	No. 866	No. 867	No. 868	No. 869	No. 870	No. 871	No. 872	No. 873	No. 874	No. 875	No. 876	No. 877	No. 878	No. 879	No. 880	No. 881	No. 882	No. 883	No. 884	No. 885	No. 886	No. 887	No. 888	No. 889	No. 890	No. 891	No. 892	No. 893	No. 894	No. 895	No. 896	No. 897	No. 898	No. 899	No. 900	No. 901	No. 902	No. 903	No. 904	No. 905	No. 906	No. 907	No. 908	No. 909	No. 910	No. 911	No. 912	No. 913	No. 914	No. 915	No. 916	No. 917	No. 918	No. 919	No. 920	No. 921	No. 922	No. 923	No. 924	No. 925	No. 926	No. 927	No. 928	No. 929	No. 930	No. 931	No. 932	No. 933	No. 934	No. 935	No. 936	No. 937	No. 938	No. 939	No. 940	No. 941	No. 942	No. 943	No. 944	No. 945	No. 946	No. 947	No. 948	No. 949	No. 950	No. 951	No. 952	No. 953	No. 954	No. 955	No. 956	No. 957	No. 958	No. 959	No. 960	No. 961	No. 962	No. 963	No. 964	No. 965	No. 966	No. 967	No. 968	No. 969	No. 970	No. 971	No. 972	No. 973	No. 974	No. 975	No. 976	No. 977	No. 978	No. 979	No. 980	No. 981	No. 982	No. 983	No. 984	No. 985	No. 986	No. 987	No. 988	No. 989	No. 990	No. 991	No. 992	No. 993	No. 994	No. 995	No. 996	No. 997	No. 998	No. 999	No. 1000
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67, QUEEN'S ROAD CENTRAL.

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## BAYONETS IN THE RUHR.

THE "WAR" AS A RESIDENT  
SEES IT.

A private letter from the Ruhr, received  
in London, recently, gives some impressions  
of the occupation from a resident's  
point of view:—  
"The butter came out quite fresh and  
cool, we were delighted, as there is none  
here, and everything else very nice and  
very useful. Your postcard came a few  
days later—the day afterwards the whole  
post and parcels in the Hamburg train  
were taken by the French.

"I wonder if you understand our con-  
dition here at all. It is no new occupa-  
tion—it is plain war. For instance,  
yesterday we walked calmly through the  
main street, suddenly out of the post-  
office (in which they have troops) armed  
soldiers with bayonets rushed out, threw  
down everybody in the street, shot a few  
shots, and retired after this brave act.  
Or in Wanne, our children's 'Transport'  
was peacefully sitting in several compart-  
ments going in the direction of Münster;  
suddenly the train stops, wild shouts,  
soldiers appearing at the doors tearing  
out everybody, babies and mothers,  
tumbling between them with bayonets,  
knocking the guide down, and driving  
everybody out of the station. Several  
people, among them our own children,  
got a nervous breakdown—no wonder.  
Reason of all this? Nobody knows.  
To-day two Quaker ladies, English and  
American, came to see me, they were  
quite sure that it is war, and really they  
were far more excited than we are. I  
am always wondering how long our men  
will stand this. The English here are full  
of admiration, they say they never saw  
people showing their utter contempt with  
more personal courage and dignity  
than our workmen do.

"Quite a lot of our friends have been  
already 'ausgewiesen' that is in the  
middle of a pitch dark night the French  
throw them out of their motor cars and  
put them on the road, the families have  
to go four days afterwards. It is not  
safe to walk alone at night, that is in  
our part of the town. I think it is safe,  
but in town they are always firing and  
'clearing' streets with bayonets. We all  
have the impression that they are extre-  
mely afraid, you never see one soldier  
alone, always two and two, and an officer  
is always followed by three armed men  
with bayonets. The jeering and shout-  
ing of the people whenever they change  
guards is astonishing. Essen surely is  
utterly unimpressed by military cere-  
monies. Milk and fat is the  
worst thing here; that is, the first is not  
to be had, and the second very scarce  
and frightfully expensive. Before the  
French came meat, for instance, was 900,  
now it is 8,000-9,000 (marks), and leather  
(shoe soles) went up in the same degree.  
The butchers very often will only sell fat  
if you are buying meat too. I really do  
not see how a great many people are  
getting through with a lot of children."  
(Continued on next column.)

## MILLION-YEAR-OLD SKULL

DISCOVERED IN SOUTH AMERICA.

["DAILY EXPRESS" CORRESPONDENT.]

NEW YORK, February 25th.  
The discovery of a fossilised human skull  
of the Tertiary period, more than a million  
years old and half a million years older  
than the most ancient skull yet found, is  
reported from Patagonia by Dr. J. O. Wolf,  
formerly of the Canadian Geological Survey,  
who has been exploring in Patagonia for  
two years for the La Plata Museum, Buenos  
Aires.

Save for the lower jaw, which is missing,  
the skull is perfect, with eye-sockets and  
teeth-sockets in place. The cranium is long  
and oval and the forehead very low and  
sloping.

The skull was found in the possession of  
a white settler in the Andes, who discovered  
it several years ago in the Tertiary sand-  
stone. Dr. Wolf left it with him.

Professor Boas, the distinguished  
anthropologist, of Columbia University,  
says that if Dr. Wolf's find is verified, it  
gives the first proof that man existed in  
the Tertiary period. The oldest previous  
skull approaching human proportions is  
that of the Pithecanthropus erectus, the  
walking ape-man, found in Java twenty-  
five years ago. This is estimated to be  
half a million years old.

Dr. Wolf found, also, in a previously  
unexplored region near Lake Cardiel, the  
remains of a civilisation perhaps 3,000  
years old, and ante-dating the era of the  
Peruvian Incas. Parts of a wall forty-  
five feet high, made of basalt blocks, each  
of three cubic feet, were found. The  
wall extends for 150 yards between two  
hills, and acted as a protection for habi-  
tations.

Arches in the wall suggest a high de-  
gree of architectural knowledge on the  
part of the builders. The stones are  
inscribed with strange devices, differing  
from any hitherto known in South or  
Central America. They include a repre-  
sentation of an immense animal like an  
armadillo, which is apparently the extinct  
Glyptodon.—Daily Express.

The latest grievance of the stewards in  
one of the Commonwealth Government's  
steamers is that their quarters are con-  
fined and objectionable, and that they are  
not allowed to associate with the pas-  
sengers. The passengers declare that the  
stewards are treated excellently, and the  
protest is against their democratic aspira-  
tions to run the ship, play games, and flirt.

The "Transport," it should be explained,  
is a scheme whereby children on  
leaving school are sent for a few months  
into country districts to work on farms  
and get good food before returning to the  
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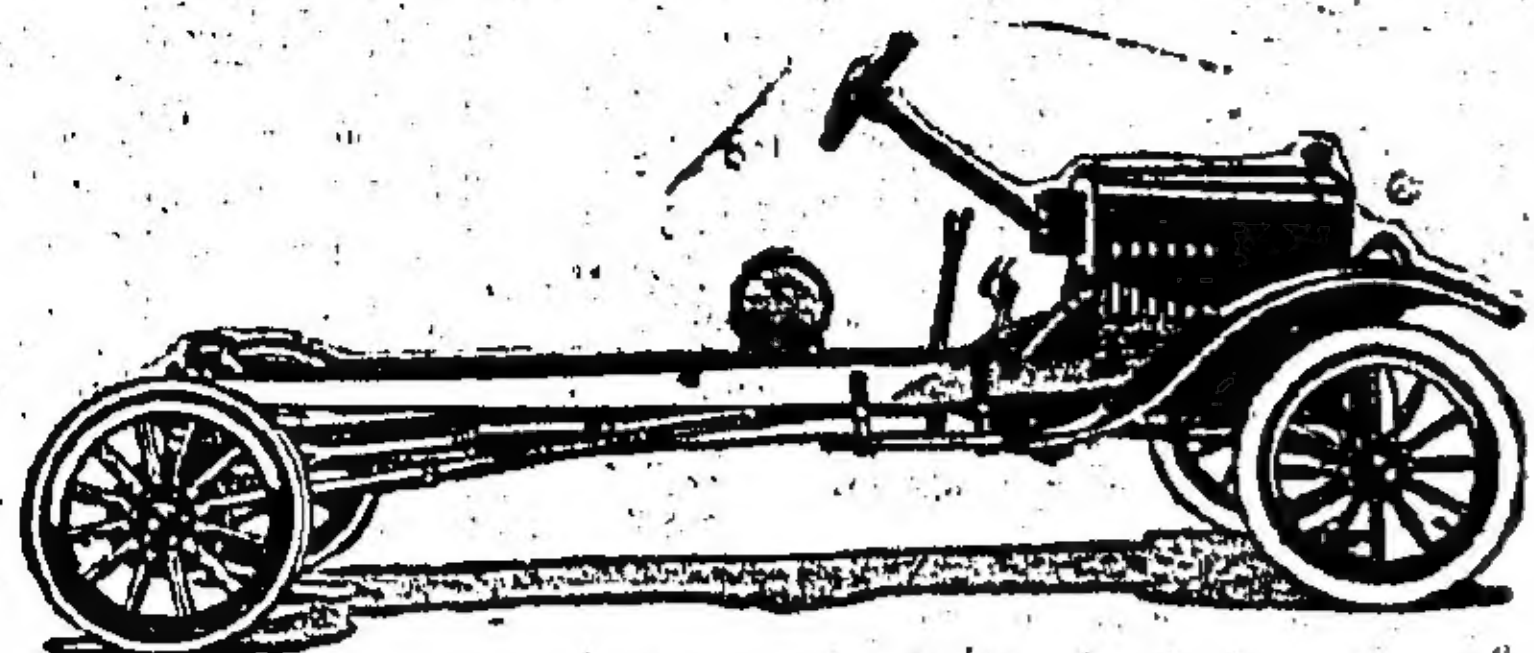
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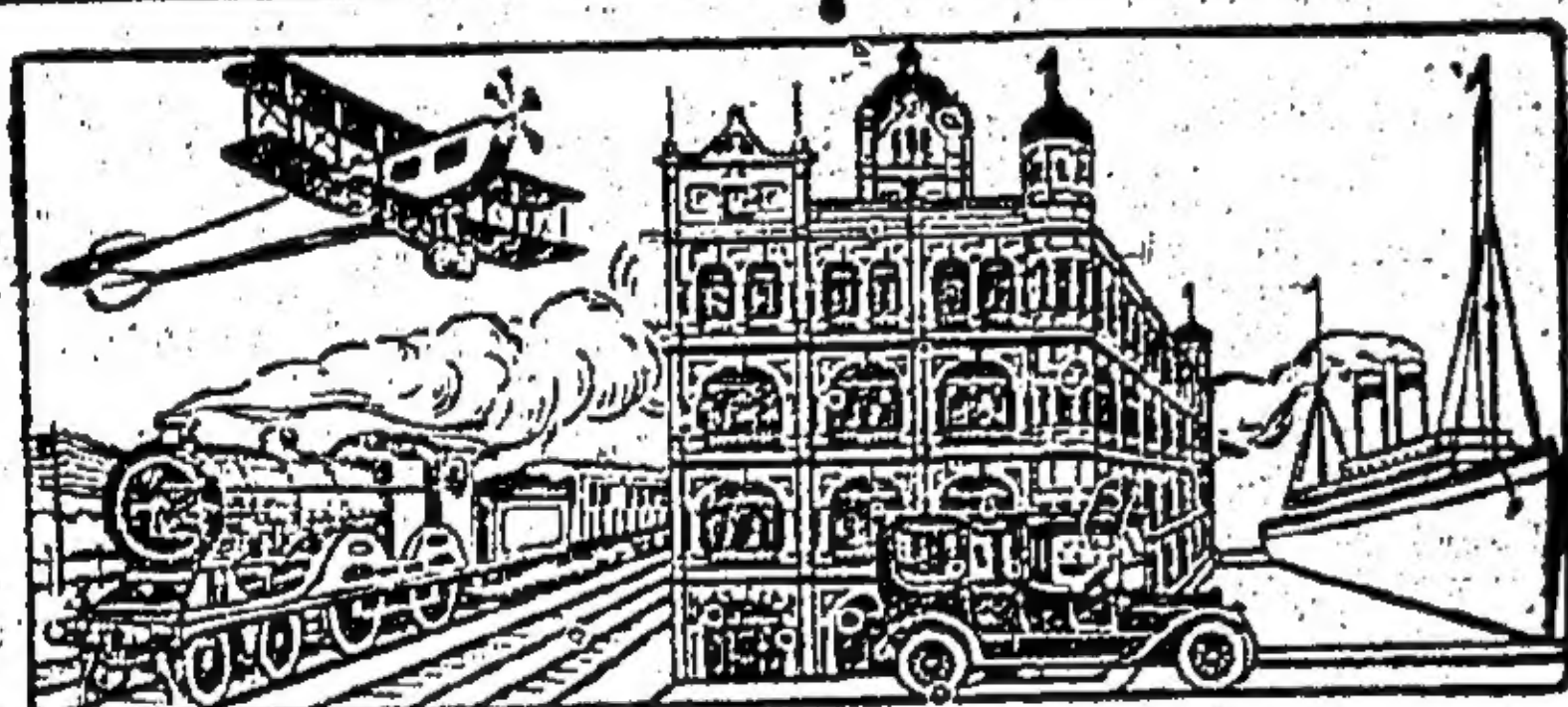
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THE RECENT DEBT FUNDING.

A warm tribute was paid by the Pilgrims of Great Britain to Mr. Stanley Baldwin, Chancellor of the Exchequer, on February 28th, in recognition of the distinguished part he has taken in the settlement with America of the funding of the British debt to the United States. In honour of the right hon. gentleman they gave a banquet at the Hotel Victoria, at which the Prince of Wales was present as a member of both the British and American Pilgrims. The gathering, numbering about 300 guests, took place in the King Edward VII. Hall, and was representative of the diplomatic, financial, commercial, and political life of the community. Lord Deaborough, chairman of the British Pilgrims, presided.

## GREAT FINANCIAL ACHIEVEMENT.

The American Ambassador, in proposing the health of the Chancellor of the Exchequer, said they were met to celebrate a great achievement. He did not think he exaggerated when he pronounced it the first conclusive settlement of a really vital world problem since the Armistice. (Cheers.) It involved far more than the greatest financial transaction recorded in history. It bore with it the enhancement of mutual respect, and he firmly believed the everlasting friendship of the two great nations to which the entire world looked for the preservation of the solvency and stability which were essential to the prosperity and happiness of all mankind. (Cheers.) The task which confronted those in positions of high responsibility was one of appalling magnitude. The undertaking could not have been regarded in any other light than that of a devastating failure if the agreement had not won the approbation and measurable satisfaction of the millions of people who comprised the British Empire and the American Republic. That object had been attained. The virtual unanimity manifested on all sides in Great Britain afforded eloquent testimony of relief, even of joy, that the United Kingdom continued to rest upon a rock of financial integrity and of national honour. The assertion had been made, and quite commonly believed, that the United States refused to make these huge advances to the other Allies unless their repayment should be guaranteed by Great Britain. That was not the fact. Great Britain was never asked to guarantee—and never did guarantee—the payment of a single dollar loaned by the United States for the use of any country other than Great Britain herself. Indeed, taking into consideration the circumstances that so great a mass of materials was necessarily transported by British ships and through England, the United States affirmatively and voluntarily gave a pledge that Great Britain should not be held to account for any portion of supplies delivered to her representatives for transportation to, or ultimately used by, any other Ally. The Ambassador related how the United States advanced hundreds of millions of dollars to Great Britain, which enabled her to discharge her present obligations and to maintain her waning credit. The United States not only took over the obligation, but released to the British Government a huge amount of bonds and shares of the highest class which had been held by their banks as security for the loan. "Surely," he observed, "the asking of repayment of such a loan could not rightly be regarded as the act of a shylock demanding his pound of flesh. But I have heard it said that if Great Britain had not loaned to the Allies she need not have borrowed from the United States. Undoubtedly that is the fact. But is it not equally true that, if we had not loaned \$250,000,000 to England we would not have been obliged to borrow \$4,000,000,000, which we still owe, and which, of course, we must pay?"

## AMERICA'S WAR CONTRIBUTION.

"That is what we did, what we had to do. And simultaneously we borrowed and loaned to the other Allies \$6,000,000,000 additional, upon which we have not received a penny of interest, while still ourselves paying at the rate of 4 1/2 per cent, considerably more than \$250,000,000 a year. Incidentally, while borrowing these huge sums, we were commandingering through taxation from our people for our own participation vastly more. It is indeed an interesting fact that, if you take into account our inevitable pensions, you will discover that the cost in money of the Great War to the United States and Great Britain was about the same, approximately \$10,000,000,000 each."

"A few more misapprehensions I must, in justice to my country, remove. It has been said that we singled out and 'dunned' Great Britain. We did neither the one nor the other. The expiration of the three years during which we had agreed to bear the entire burden was approaching, and on the same day our Government gave notice to all our debtors to that effect. Every lender and borrower in this room knows that this is no more than the customary preliminary to payment or negotiation of terms. One or two appeared in Washington and talked about the weather. Great Britain arrived and talked business. The outcome was a completed settlement of this greatest of financial transactions in less than a month." The British Debt was costing the United States more than they owed Great Britain. Although as a result of the settlement Great Britain and the United States necessarily rowed in the same boat as the two creditor nations, the United States had not the slightest intention of ruining the credit of any other countries by cancelling their debts. (Laughter.) He declared that the British debt was costing the United States 4 1/2 per cent, and under

the settlement the British Government paid to the United States 3 per cent. Consequently Great Britain assumed two-thirds of the obligations and the United States one-third. "It was true that at the end of ten years the nominal interest paid by Great Britain increased to 3 1/2 per cent, but there was little doubt in the minds of financiers that before those ten years had expired the British Government would be able to refund those obligations upon a basis of less than 3 per cent. "If she needs any help in doing so she knows where to apply," he added. The United States made no claim that this adjustment was magnanimous on their part, but they maintained nevertheless, in the words of the chairman of their Debt Commission, Secretary Mellon, "It is just and fair, and might even be considered generous." In conclusion, he remarked that Great Britain could not have sent a truer representative of her own sturdy character than Mr. Baldwin. (Cheers.)

Sir Robert Horne, supporting the toast, said the settlement might well be satisfactory to the people on both sides of the Atlantic. It was true that we should be required to endure for many years to come a very great burden of taxation to meet our obligations, but we were discharging an obligation with good faith and honour. (Cheers.)

## "A FAIR SETTLEMENT."

Responding, the Chancellor of the Exchequer said they could not have had to deal with men more competent, more fair, more straight, and more desirous of helping to an honourable settlement than the American Debt Funding Commission. (Cheers.) He claimed no skill as a negotiator, and said they were fortunate in the circumstances of their arrival, and the time at which they had to negotiate. "I would only say of the debt," he continued, "that we stand in this country, as we always have done, and as America stands, for the sanctity of contracts. (Cheers.) We have concluded with America the first settlement since the peace, and one of the greatest negotiations in the history of the world. (Cheers.) We are glad to have done it. We have made a fair settlement. We have been fairly met, and we all rejoice that it has been done." (Cheers.)

If there was one thing that the world needed to-day more than anything else, it was that the two great countries of the United States and Great Britain should understand each other and know and appreciate each other. (Cheers.) But if there was one thing that constituted a bar to that knowledge and appreciation, he sometimes felt it was the fact that the two countries spoke the same language. (Laughter.) And from the very fact that they spoke a common language the average Englishman feels that he knows America and has nothing to learn from her. It was essential that the two peoples should learn more and more from each other by personal contact. (Cheers.) They heard sometimes in America that Europe was not at pains to set her house in order, and that she was militaristic; and that, such being the case, Europe was not worthy of America's help and sympathy. But it seemed to him that America sometimes failed to realise that Europe was a very old world and was an ancient Continent filled with peoples of different origin, different blood, different language, and different aspirations and ideals. In conclusion, the Chancellor paid a warm tribute to the generous advice and assistance of the American Ambassador, which had so largely contributed to the successful issue of the debt-funding negotiations with the United States.

## U.S. SHIP SUBSIDY.

BILL SHELVED BY SPEECH ON TUT-ANKH AMEN.

For four days, opponents of President Harding's Ship Subsidy Bill wasted the time of the Senate recently with a flow of talk designed to prevent the Administration from bringing the Bill to the vote.

There is no time limit in the Senate and no rule, as in the House of Lords, that speeches must be relevant to the subject under discussion. Therefore, when the obstructionists resolutely continued to speak on such themes as the deflation methods of King Tut-ankh Amen, who was represented as taking his treasures to his tomb and keeping them there 3,500 years, Senator Curtis, the Republican Whip, went to the White House and asked the assent of Mr. Harding to withdraw the Bill.

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### THE MORRISON LIBRARY. ITS NEW HOME AT TOKYO.

The library of Dr. G. E. Morrison, for many years Correspondent of *The Times* at Peking, is being given a permanent home. The library was bought by Baron Iwasaki in 1917 and is perhaps the most complete collection of works on China ever gathered together. To this collection Baron Iwasaki has added a large number of books dealing specially with Japan, and the two sections are to be placed together and made freely accessible to Japanese and foreign students.

The site chosen for the library building is the Hongo quarter of Tokyo, which already contains the Imperial University of Tokyo and other educational and scientific establishments. Work on the building has begun, and, according to an account in the *Far East*, will be completed this year. The librarian is Mr. Mikinosuke Ishida, of the Imperial University, who has made a special study of Chinese history and speaks English, French, and German. The new institute will issue a publication giving the results of the researches of Japanese scholars, while this year the issue is promised of a complete catalogue of the Morrison collection, and each volume in the library will bear Morrison's bookplate, in which, in memory of his Australian birth, a kangaroo figure prominently.

The Morrison collection includes over four hundred early manuscript dictionaries and grammars, some twenty thousand printed volumes, four thousand pamphlets, and two thousand maps and engravings. Among the treasures are five beautiful examples of the rare books printed on rice paper at Macao in the latter part of the 17th century, a Chinese Latin manuscript dictionary of the Nestorian tablet, published in 1685, forty-one editions of Marco Polo, including the first edition of 1498 in Italian, and the first English, French and German editions, the MS. dictionary used by Sir John Barrow in 1783, together with the log book of the *Lion* frigate which took Lord Macartney and Barrow to China. The books in the collection are in over twenty different languages; they include the most complete collection known of missionary literature and other special subjects, that relating to ornithology being particularly fine.

A feature of the collection is the section devoted to pamphlets, reports, and Blue-books; the pamphlets alone fill several hundred cases. The maps, which date from 1565, are very valuable; in one of them Korea is shown as an island.

It should be remembered (says the *North China Herald*) that this collection consists wholly of foreign books, for, thus far, there are no books in the Chinese language, but among Eastern languages represented are Arabic, Turkish, and Hebrew. As to the additions made by Baron Iwasaki, these contain photographic copies of ancient Chinese manuscripts found in Central Asia, books relating to Mongolia, Central Asia and Persia, and translations of the Scriptures made by the early Jesuit missionaries at Nagasaki.

### RISE IN TIN.

A recent London paper says:—The sharp rise in the price of tin to \$200, 10s. per ton attracted some attention, and the forthcoming statistics will be awaited with interest to see if they disclose any marked alteration in stocks. It is believed, however, that the figures will show American deliveries for the month at from 6,000 tons to 6,500 tons, and that Europe will have absorbed about 2,500 tons during February. The main factor in the continued growth of consumption, with America a keen buyer, and the prospect that a larger demand will be seen from that quarter in the next few months. The feeling is, therefore, one of confidence, for, while consumption is growing, a larger production is apparently not in sight. Last year the market was held in check by the fear that stocks held in reserve by the Eastern pool would be liquidated on a rise, but with the more active trade demand this factor does not hold the same importance. At the end of 1922 stocks were reduced by about 14,000 tons on the year, and, consequently, if consumption remains at the same level as last year, the quantity held in reserve in the Straits, amounting to about 12,700 tons, will be needed to balance the difference between consumption and production. If the trade demand expands as further, the inevitable stocks will easily be absorbed. Not much relief is anticipated from increased production—certainly not for some time—and, according to some authorities, production seems to be going back in certain directions. There is always the further point that, should the European situation improve, demand would be stimulated.

### WHAT IS EYESTRAIN?

The eye has certain tiny muscles. When objects we look at do not come up to a sharp focus in the eye, these muscles exert themselves unduly and enable us to see clearly, in spite of the defect. These muscles tire and relax causing the objects looked at to become blurred and indistinct. Upon closing the eyes for a few seconds, the muscles become more or less rested and objects are clear again for a brief period. Properly fitted glasses correct eyestrain, whether caused by astigmatism or age. The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 53 Queen's Road Central, have the equipment to fit you glasses properly.—ADVE.

[101]

### THE MODEL PROVINCE. RECENT PROGRESS OF CONSTRUCTIVE WORK IN SHANSI.

Shansi, remarks the Bureau of Economic Information, is the only province in China which has been kept from internal and political disturbance during the years since China became a Republic. General Yen, the Governor of the province, acts concurrently in both military and civil capacities. During his un interrupted administration, a constructive programme has been adopted and gradually carried out. Special attention is directed to six important reforms; namely, land improvement, silk-worm rearing and mulberry tree-growing, tree-planting, opium prohibition, food-binding prohibition and queue-cutting. Encouragement is given cotton cultivation, afforestation, and animal husbandry work. Special bureaux have been organized for the planning and carrying out of the reform programme, which may be summarized as follows:—

**Afforestation.**—There is now a provincial bureau with six branches which are promoting afforestation. On Government-owned land the work is proceeding slowly but steadily. It is estimated that there are 182,700,000 mu of vacant hill land which are expected to be afforested in the course of time. On every piece of spare ground or uncultivated plots of private estates, the authorities encourage the owners to plant at least one tree each year. The total number of trees planted during the last few years is reported to average about 100,000,000 a year.

**Cotton Cultivation.**—From land in Shansi now in cotton is about 9,000,000 mu. The area is being gradually extended from year to year. The Government is making a special effort for the improvement of seed cotton to increase the yield as well as to raise the quality.

**General Agriculture.**—Experiment stations for animal husbandry have been established in the provincial capital. Pure bred stocks are imported from Australia for the purpose of cross breeding. The problems of general agriculture in connection with fertilizers, irrigation, mulberry cultivation, seed exchange, etc., are being investigated by experts.

Spinning and weaving and the production of silk, leather and paper have seen some introduction of modern methods. But the most distinctive achievement is the roads which are being built throughout the province, mostly by soldier labour. The plan consists of a system of trunk and branch roads to link all the principal districts and villages. The total length of the roads so far planned is 3,500 li, suitable for motor traffic. Some of this is reported to have been completed.

The system of primary education worked out in Shansi is said to be one of the best in China, not so much because of the merits of the individual schools, but rather on account of the extent to which popular education is carried. In order to facilitate administrative reforms, the village is made a unit. The people are gradually being trained for self-government. Each village is allowed to a large extent to draw up its own arbitration court, and organise themselves for their own protection. The system was put in actual practice in October, 1922. No reports are available as to how this is being worked out.

### EXTRAVAGANT FLORAL TRIBUTES AT FUNERALS. A YOKOHAMA SUGGESTION.

The extravagance noted in expenditure on floral tributes at funerals in Yokohama during recent years says the *Japan Gazette*, has led to a very general feeling that some reform is needed and that a large sum of money spent on flowers, which benefits only a few florists, might, by some organized effort, be devoted to charitable institutions in the community. At a funeral in Yokohama not many months since it is estimated the expenditure on flowers must have approximated ¥1,500, and so strong was the feeling against such waste that several prominent residents are known to have resolved to insert in their wills a clause that no flowers are to be accepted from the public on the occasion of their demise.

The question was brought to public attention at the meeting of the Overseas Nursing Association recently, when Sir Edward F. Crowe, C.M.G., suggested that the money which is now spent on extravagant floral tributes might be donated by the friends of the deceased to some worthy organization such as the General Hospital, and in this way the memory of friends would be honoured and humanity benefited.

### POPULATION OF CHINA. 1923-1921.

The following figures were published in the Journal of the Chinese General Chamber of Commerce:—

Years.	Population.
1913	441,983,000
1914	441,983,000
1915	445,973,000
1916	445,973,000
1917	439,405,000
1918	439,405,000
1919	439,405,000
1920	440,934,000
1921	443,382,000

### POPULATION OF SHANGHAI 1915-1921.

Years.	Population.
1913	651,000
1914	651,000
1915	1,000,000
1916	1,000,000
1917	1,000,000
1918	1,000,000
1919	1,500,000
1920	1,500,000
1921	1,500,000

These figures, of course, must be largely guess work.

### MACAO NOTES.

[FROM OUR CORRESPONDENT.]

#### TAXES.

The proposed tax on dogs in Macao, has been approved, but the tax is much less than was originally suggested. The new tax will be \$3 for sporting dogs and \$2 for other breeds.

A tax which will probably pass into law is a proposal to charge \$1 for each sign-board suspended. Merchants feel that this is an unnecessary measure. Business is difficult enough in Macao with existing obstacles, and they expect to be given greater liberty and assistance, instead of further impositions.

One of Macao's Councillors intends introducing a measure to impose a tax on all private robberies.

#### POST OFFICE BUILDING.

Colonel Adriano Augusta Trigo, Director of Public Works in Macao, has submitted to the Technical Council his plans, and specifications for the proposed Post Office Building in the city. It is stated that the Governor is in complete accord with the project, and general satisfaction is expressed in Macao.

#### BOA VISTA HOTEL AND THE ASYLUM FOR INVALIDS.

The Macao Government has nominated Colonel Adriano Augusta Trigo, Director of Public Works at Macao on behalf of the Government, and Mr. Mateus de Lima, for the Santa Casa da Misericordia, to assess the value of the building previously used as the Boa Vista Hotel and of the Asylum for Invalids at Tap Siao, with the lands adjoining these buildings, with the view to purchase as previously reported.

#### ST. PAUL'S CHURCH.

Prompted by opposition to reconstruction of St. Paul's Church, and also, by comments in *O Liberal*, Mr. Sebastiao da Costa, Chief of the Cabinet of H.E. Dr. Rodrigo Rodrigues, Governor of Macao, denies officially that His Excellency had ever promised to assist in the reconstruction of the Church. Mr. da Costa states that His Excellency is not opposed to the reconstruction, and that funds have to be utilized for many necessary reforms before any can be spared for the work suggested.

#### NEW ASYLUM FOR INVALIDS.

With the probable sale of the building used at present as the Asylum for Invalids, it is reported that the Santa Casa da Misericordia contemplates purchasing the area of unused land, known as Hortas da Companhia, in Macao, for the establishment of the Asylum for Invalids on that site.

#### ATHLETICS.

On March 31st and April 1st, inter-collegiate athletics were held before a large concourse of residents. H.E. Dr. Rodrigo Rodrigues and His Lordship Bishop D. Joao Costa Nunes were present.

Macao will be sending a number of athletes to Hongkong to compete against Portuguese lads there.

#### BRIDGE BODILY MOVED.

ENGINEERING FEAT AT CALCUTTA.

For what is believed to be the first time in the history of engineering in Calcutta, an iron bridge has been successfully lifted up and bodily moved to a new site, says *The Englishman*.

The bridge is the one crossing the Circular Canal at Belgachia on the road to Dum-Dum, at which point a larger bridge is to be constructed. To prevent a repetition of the inconvenience inflicted on the public in the case of the Kidderpore Bridge, the Improvement Trust decided to interrupt traffic for only the shortest time possible. The old bridge, therefore, has not been dismantled. It has been shifted about 60 feet further north, and passenger and vehicular traffic will very soon be able to cross the canal as before. The new bridge is to be built on the site formerly occupied by the existing structure.

The operation was carried out with great success by the makers of the old bridge, Messrs. Burn & Co., of Calcutta and Howrah. The preliminaries to the final removal occupied a period of three months, but road traffic was not interrupted until a few days ago when the single-line tramway track was cut and the roadway taken up entirely to lighten the weight of the bridge.

The original bridge girders were then lifted at each end in situ by means of hydraulic jacks, and a cluster of joists were placed underneath them. These joists were extended to the new site alongside. The old bridge had masonry abutments, but its new site abutments have been made of screw pile columns which will suffice for temporary usage.

Having connected the old abutments with the new by means of the cluster of joists, placed under the bridge girders, on both banks, the hauling of the girders over the grapted and greased surface of the bunch of joists was the next operation. It presented no serious difficulty, and it was accomplished by about aid of two crab winches, worked by about a dozen men on each crab. Eighty tons of bridge were thus moved in the space of a few hours. The actual time taken by the work of hauling occupied only 51 hours.

### SCOUTS AND CADETS.

In anticipation of the forthcoming Jamboree to be held by the Hongkong Boy Scouts, a brief comparison of the objects of the Scouts with those of the Cadets might be of interest. It is not our object to attempt to make any invidious comparisons between the Cadet Corps attached to the H.K.V.D. and the local Scouts, but merely to endeavour to show how essentially different are the principles which govern these two distinct organizations, either at home or abroad.

The primary object of the Cadet movement is to give military training to lads with a view to rendering them capable of bearing arms should the necessity for so doing arise at some future date. The Cadet Corps are intended to be feeders for the volunteer or territorial forces, the idea being that when the lads reach the requisite age, they will automatically transfer into the latter.

The Cadet movement is indisputably a military organisation; hence its recognition by the War Office and the assistance given to it from that source.

The Scout movement on the other hand is avowedly non-military. Sir Robert Baden-Powell, the Chief Scout, in his handbook "Scouting for Boys," which is regarded as the foundation on which the whole movement is based, both as regards its scope and aims and the nature of the training given, contains the following significant passage: "There is no military meaning attached to scouting. Hence scouting comprises the attributes of colonial frontiersmen in the way of resourcefulness, and self-reliance and the many other qualities which make them men among men. There is no intention of making the lads into soldiers or of teaching them bloodthirstiness. At the same time under 'Patriotism,' they are taught that a citizen must be prepared to take his fair share among his fellows in the defence of the homeland against aggression in return for the safety and freedom enjoyed by him as an inhabitant."

If we may be excused for again quoting from a writer who deals with this same aspect of the subject, the following extract from an article which appeared in the *Times* of July 14th, 1918, may be regarded as of special interest. The article was a comparative survey of the Scout training and stated: "Both the Cadet and Scout movements are out for the good of the boy. The outstanding difference between their respective methods of training is that of principle—one works through impression, the other through expression. The Cadet training imposes collective instruction upon the boys from without; while the Scout movement encourages self-development on the part of the individual from within. Military drill fashions him on to an approved standard as a part of the machine; whereas the aim of scouting is to develop his personal character as a first step."

It is because so many people have an idea that the two movements are closely akin, or in fact one and the same, that we have ventured to point out some facts. As far as Hongkong is concerned, it is hoped that the Jamboree will help to dispel this idea and serve to demonstrate in some measure the real value of Scouting for boys both as a means of character training and as an adjunct to education.—Contributor.

### CORRESPONDENCE

#### GREEN ISLAND CEMENT CO.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS"]

Sir,—Will the manager of the Green Island Cement Co. kindly explain why the Company is unable to supply local Chinese contractors with their daily wants? Is this due to defective kilns or a scarcity of limestone?

It is a fact that owing to the disturbed conditions, very little limestone can be obtained from Canton. Is there no remedy, and must the Company wait till Kwangtung is restored?

Yours truly,  
ANXIOUS SHAREHOLDER.

Hongkong, April 5th, 1923.

[While we are at present without an official statement in reply to this letter, we are informed that, although there is an extraordinary demand for cement, the Company is able to meet all local demands.—ED.]

#### ATTACKED IN A CHAIR.

#### UNSUCCESSFUL ATTEMPT AT HIGHWAY ROBBERY.

An unsuccessful attempt at highway robbery was made by seven men in Causeway Road on Tuesday. Mr. Chu Pak Tung, master of a tobacco shop in Wing Lok Street, was proceeding to his home in Causeway Road by chair at about 10 p.m. At the entrance to Causeway Lane seven or eight men jumped out on him from the side of the road. One man put his hand across Mr. Chu's mouth, in spite of that he managed to shout for help. Some of the men struck him over the mouth, and another stabbed him in the left hand. The robbers ran away without having stolen anything.



ASSOCIATION OF EXPORTERS  
AND DEALERS.

## ANNUAL MEETING.

The annual meeting of the Association of Exporters and Dealers of Hongkong was held at the City Hall, yesterday afternoon. The chair was taken by Mr. R. Monteith Webb, who was supported by Messrs. O. Eager, J. M. Alves, A. W. Van Andel, P. V. Bothelo, S. M. Churn, J. Robertson, Fung Kong Un, and D. K. Blair (Secretary).

The firms represented were: Messrs. Castro & Co., Ltd. (Mr. H. A. Castro), Davis & Co., Ltd. (Mr. J. C. Barretto), Donnelly & White (Mr. L. M. Whyte), Fung Tang (Mr. Fung Kong Un), Gibb, Livingston & Co., Ltd. (Mr. J. H. Gordon), Gerin Deward & Co. (Mr. C. S. Roselle), W. R. Grace & Co. (Mr. E. Wilson), W. A. Hannibal (Mr. John Robertson), Holland-China Trading Co. (Mr. A. W. Van Andel), J. D. Hutchison & Co. (Mr. P. S. Cassidy), Jardine, Matheson & Co., Ltd. (Mr. O. Eager), Mitui Bussan Kaisha, Ltd. (Mr. K. Yamazaki), A. B. Moulder & Co., Ltd. (Mr. Wong Oi Kut), J. M. da Rocha & Co. (Mr. R. M. da Rocha), Rudolf, Wolff & Kew, Ltd. (Mr. C. H. W. Kow), Transmarina Trading Co. (Mr. W. H. O. Wechel), Union Trading Co., Ltd. (Messrs. S. M. Churn and H. Tellejorido), Harry Wicking & Co. (Mr. H. Owen Hughes), and Xavier Bros., Ltd. (Mr. E. A. Xavier).

The CHAIRMAN said:—Gentlemen, the Report and Accounts having been in your hands for some days, I will, with your permission, follow the usual procedure and take them as read.

During the year three members resigned from the Association, and five firms joined us, so that the membership, at the end of the financial year, stood at 55, consisting of 53 European and two Chinese firms.

In my speech last year I referred to the political troubles which were experienced in both Europe and America during 1921, and I am sorry to say that these troubles have continued and have, in fact, become very considerably increased. The situation in Germany and on the Continent generally is such that until there is a decided clearing of the atmosphere, either one way or the other, there can be no confidence in trading. Naturally, these conditions were reflected at this end in a distinct restriction of our export trade, so that the year 1922, can only be looked back on with a sigh of relief at its passing, and a revival of the hopes, which we experienced at the beginning of every year, that the succeeding one may make up in some respect for the shortcomings of its predecessor.

## RICE.

It must be confessed that the year 1922 was not a very good one for the rice trade of the Colony. Owing to the Siam's Strike, hardly any business was done in the first three months of the year, and then Saigon shippers stepped in and captured almost the whole of the trade with the United States and Cuba, which were our main outlets. Saigon merchants were able to underquote Hongkong very considerably on account of the facilities offered to them for direct shipments, mainly by U.S. Shipping Board steamers.

Taking Saigon Long Rice as the standard, it may be said that prices have ruled pretty steady during the year. The opening price for the grade mentioned was about \$8.50 per picul L.B. In March the market advanced about 25 cents per picul and the highest point was reached in May when \$7.15 was registered. The market then declined steadily from June, when the price was \$6.50, to December, when it had dropped to \$4.25, the average price for the year being about \$6.90 per picul.

A notable feature during 1922 was the importation of large quantities of Ratong Rice (estimated at about 100,000 tons), but the qualities did not, on the whole, give satisfaction, and heavy claims are reported to have been made against the Burma shippers.

The prospects for the present season, as far as can be seen, are not very bright, as both Saigon and Siam continue to make heavy direct shipments to America and the West Indies. In fact, I am afraid that Hongkong's trade with those markets, in Siam and Saigon Rices, may be considered a thing of the past.

Definite action was taken during the year in the matter of inferior gunny bags, to which I referred at the last annual meeting of the Association. As you are aware, the Chamber of Commerce undertook, at our request, to circulate all local signatures to the Rice Agreement with the San Francisco Chamber of Commerce inviting them to cooperate in an effort to ensure a better quality of gunny bags. The remedy proposed, for a state of affairs which threatened to bring this important trade into disrepute on the markets of the world, was to include in all contracts with Native Dealers a definite stipulation that "a good, sound and serviceable quality of both inner and outer gunny bag must be supplied." A "good-to-good" clause, eventually, completely, was obtained from the proposal, and this clause should appear in all contracts and the results have been markedly beneficial.

## ARBITRATION AWARDS.

In April last, your Committee addressed the Chamber of Commerce on the subject of arbitration awards by the General Produce Brokers' Association of London. It was complained that the awards of this body never give any clear indication of the nature of the defect found in cargoes on which allowances are made by them in arbitrations. Naturally, if shippers know in what respect a consignment falls below standard it will be their first endeavour to investigate the matter and take steps to prevent the recurrence of that particular cause for complaint. The Arbitration Committee of the London Chamber of Commerce, which has had this question under consideration, apparently acts on the old adage that "a judge should never give reasons for his decisions." Accordingly, our proposal has never gone forward to the Produce Brokers' Association, but the London Chamber of Commerce has suggested an alternative that the practice followed by Associations such as the Incorporated Oil Seed Association, be instituted; namely, that samples be taken each season from shipments arriving during the first month and that from these "fair average quality" samples be made up and placed at the disposal of the arbitrators, buyers, and the representatives of the sellers.

Your Committee did not consider that this proposal adequately met the very reasonable request made and, on our representations, the subject was discussed at the recent Conference of Associated Chambers of Commerce at Shanghai, on a motion introduced by the Hongkong Chamber. Your Committee hope soon to be able to report progress in this matter.

## PERUVIAN CONSULAR TARIFF.

Considerable space is occupied in our Report by correspondence on the subject of an increase in the tariff for consular certificates from Hongkong to Peru, made suddenly, without adequate notice. A paragraph appeared in the local Press stating that this tariff had been raised from 2 per cent. to 4 per cent. *ad valorem*. At that time—March, 1922—many shipments arranged prior to the publication of this notification, were still held up owing to the Seamen's Strike, and a letter was addressed by your Association to the Consul for Peru, calling his attention to this and asking that the increased charge might be waived until contracts made prior to the date of the notification had been executed. This reply was that the new charge became immediately effective, whereupon the Association again enlisted the aid of the Chamber of Commerce with a view to an appeal for Government intervention.

The Government undertook to pursue the matter through His Majesty's Minister at Lima and ultimately one request was conceded. I regret to state that the exporters affected have not yet received refunds from the Peruvian Government but repayment may presumably be expected at an early date.

## TRADE PROSPECTS.

The year 1923 opened with a distinctly improved demand, both from Europe and America, for the various export articles dealt with in South China. The resulting trading has been restricted and considerably hampered by the extremely unsatisfactory conditions which still exist in Kwangtung and Kwangtung, and until some scheme can be evolved which will be acceptable to all the various factions it does not seem possible that there can be any improvement in general trading conditions—particularly if the internal lines of communication remain practically closed as at present.

## ACCOUNTS.

The Accounts of the Association do not appear to call for special comment; our income is not large, but we keep within it and have been able to carry a surplus of \$31 to reserve, as compared with \$738 last year. You will note that we have also \$4,000 on fixed deposit.

With these remarks I beg to propose the adoption of the Report and Accounts as submitted, and after this has been seconded I shall be pleased to answer to the best of my ability any questions members may desire to put.

Mr. L. M. Whyte, seconding the motion, said he wished to acknowledge the indebtedness of the general body of members to the Chairman and members of the Committee of the Association for their work during the year. At times their tasks had been both complicated and difficult, and they all owed their thanks to the gentlemen who had devoted so much of their time and experience to the affairs of the Association.

The CHAIRMAN thanked Mr. Whyte for his appreciation of the work of the Committee and of himself. He added that there was necessarily a good deal of work done, which could not be shown by the report. He then put the motion which was carried unanimously.

The election of the following as members of the Committee for the coming year was proposed by Mr. E. H. Gordon, seconded by Mr. O. H. W. Kow and carried unanimously:—Messrs. B. Monteith Webb, O. Eager, J. M. Alves, A. W. Van Andel, P. V. Bothelo, S. M. Churn, J. Robertson, Fung Kong Un.

(Continued at foot of next column.)

LOCAL DISPUTE WITH  
SEAMEN.LOWER RATES OF PAY ON BLUE  
FUNNEL LINER.

## SEAMEN'S UNION RAISE OBJECTION.

Some little difficulty has arisen over the statement that the local agents of the Blue Funnel line (Messrs. Butterfield and Swire) recently signed on a Chinese crew at a rate of pay which the Seamen's Union contend is not in accordance with the agreement drawn up a year ago at the termination of the seamen's strike.

The vessel in question is the a.s. *Bellerophon* which left port on Thursday with a new crew of Chinese which agreed to serve at a rate of pay stated to be \$31 per month, which is \$5 less than the rate stipulated in the agreement. But the point in favour of the local agents' action is that the new crew engaged do not belong to the Seamen's Union. They belong to another Guild of seamen which has some connection with the boarding-house keepers on the Praga. These men, according to the local agents, are not compelled to sign on at Seamen's Union rates, as they have no connection with the Union. The Blue Funnel agents also contend that in the past they have paid higher rates than any other shipping company trading in and out of the port. The new crew offered themselves to the agents at a rate which was lower than that paid to the crew just signed off, but the rate of pay the new crew signed on at is still equivalent to that paid by other Shipping Companies of Hongkong, if not higher.

The Seamen's Union have not let the matter pass by without protest. One of their delegates has paid a visit to Messrs. Butterfield & Swire and there lodged a protest. The facts of the situation were explained to him from the Owners' point of view. The Union is not contented with the explanation and in addition to lodging a protest with the Secretary for Chinese Affairs, they have despatched representatives to Canton to interview the British Consul-General there (Mr. J. W. Jamieson) and Mr. Luk King Po, who were signatories to the strike agreement last year. The representatives have been instructed to point out to the signatories what they contend to be a breach of the agreement. The representatives are expected to return to Hongkong this morning.

## COMPANY MEETING.

## THE BANK OF CANTON, LTD.

The annual meeting of the Bank of Canton, Ltd., was held at the Bank's temporary offices, No. 6, Queen's Road Central, on Wednesday. The chair was taken by Mr. Li Sing Ku, supported by other directors and shareholders.

The report of the Board of Directors was read to the meeting. It ran:—The Directors have now to submit to you a general statement of the affairs of the Company and balance sheet for the year ending 31st December, 1922.

The net profits for that period, including 26,361.4s. 1d. balance brought forward from last account, after paying all charges amount to \$33,350. 10s. 11d.

The Directors propose to transfer \$300,000 from the Silver Reserves in order to declare a dividend of 6 per cent., absorbing \$24,276. 0s. 3d. which at 2/23 is equivalent to H\$578,684.68.

The Directors announce with deep regret the death of Mr. Chuck Yew Foon in last summer, Mr. Cheng Yuet Po was appointed Inspector of Accounts to take his place, which appointment requires confirmation at this meeting.

In accordance with the Articles of Association Messrs. Li Yuk Tong, Mak Lai Ting, Ma Chui Chiu and Li Wing Kwong retire from the Board but, being eligible for re-election, offer themselves accordingly. Messrs. Ng Chuck Chuen and Cheng Yuet Po, our Inspectors of Accounts for the past year, now retire, but offer themselves for re-election.

The accounts have been audited by Messrs. Percy Smith, Seth and Fleming, who were our Auditors for the past year, and they now retire, but offer themselves for re-election.

The CHAIRMAN proposed that the dividend of 6 per cent. be paid as suggested in the report. Mr. Ng Yu Hoo seconded, and the motion was carried.

The report and accounts were adopted. The election of directors was put over the April 21st, as was the election of inspectors of accounts and auditors.

The CHAIRMAN next proposed the election of the following new members:—Messrs. Bantier, York & Co.; Messrs. Koller & Co., Ltd.; Messrs. Fung Tang, Messrs. W. R. Blakow (representing Messrs. W. R. Grace & Co.); Messrs. Suzuki & Co.

Mr. JOHN ROBERTSON seconded the motion and it was carried.

This concluded the public business of the meeting. The committee afterwards held a private meeting at which they elected Mr. John Robertson Chairman and Mr. Van Andel Vice-Chairman.

## SPORT.

## THE TENNIS TOURNAMENT.

## A REVIEW.

Now that the preliminary stages of the Hongkong Cricket Club Tennis Tournament have been practically completed, the struggle for honours has reached a very interesting stage. Out of 29 entrants in the Open Champion Singles, there are nine players left in the contest. All the matches in the second round have been completed with one exception, and a most interesting one. M. W. Lo, who drew a bye, has yet to complete his match with H. D. Rumjahn. In the second. On Thursday last, they met, but owing to failing light they were unable to complete the match. When play stopped young Rumjahn had the advantage by two sets to one. H. D. Rumjahn is playing particularly well this season and he has shown considerable advancement on last year's form. Should he succeed in defeating M. W. Lo, who has for several years past been the challenger in the competition, he should stand a chance of going right through. But he will have a tough proposition to face, should he survive, in R. E. Worthington, whom he will meet in the third round. Altogether there are three Rumjahns left in the competition. They are S.A., who played in the uncompleted match with S. E. Green on Wednesday and looked like beating (darkness again intervened in this match); then there is O. Rumjahn, who is still in the running with his brother, H.D., in the Open Champion Doubles. He has done well this year in defeating Buschaert, one of Kowloon's star players. Other players in the third round are A. Eveleigh, who by his defeat of S. D. Ismail in the second round by three straight sets, has proved himself to be a player much above the ordinary standard. He will have to meet O. Rumjahn in the third round. V. Yvanovitch, the miniature lightning smasher, is still in the running and has to meet Thomas Lay, a young and promising player, who this year did extraordinary well in defeating F. A. Rodmond, the present Club Champion.

The position is now as follows:—Second Round—M. W. Lo v. H. D. Rumjahn (match uncompleted). Third Round—S. A. Rumjahn v. S. E. Green (match uncompleted); A. Eveleigh v. O. Rumjahn; V. Yvanovitch v. Thomas Lay; and the winner of the remaining second round match v. R. E. Worthington.

THE OPEN CHAMPION DOUBLES. In this competition two sets of players have already reached the semi-final round. They are R. E. Worthington and H. Hancock, who by their victory over the Lo brothers, the 1921 Doubles Champions, on Wednesday are looked upon as hot favourites for the Challenge Round. The other couple to reach the semi-final are A. Eveleigh and A. S. Lindell. They have had an easy task up to the present, but they will have to meet a smart couple in the semi-final in O. and H. D. Rumjahn or M. P. Lo and Thomas Lay. The Rumjahns are likely to go through to the final. The other players left in the competition are S. E. Green and D. S. Green (father and son). They entered the second round by a walk-over from Horace Lo and C. Choa. The others are: E. B. S. Dods partnered by A. B. Raworth; F. Wheeler, partnered by C. E. Millard; and R. H. Wild partnered by J. D. Humphrey.

The matches will be played as follows:—Second Round—S. E. Green and D. S. Green v. R. H. Wild and J. D. Humphrey; E. B. S. Dods and A. B. Raworth v. F. Wheeler and C. E. Millard.

Third Round—M. P. Lo and Thomas Lay v. O. and H. D. Rumjahn.

Semi-finalists—R. E. Worthington and H. Hancock v. the ultimate winners of the matches outstanding in the second round.

A. Eveleigh and A. S. Lindell v. the winners of the third round match between O. and H. D. Rumjahn and M. P. Lo and Thomas Lay.

## FOOTBALL.

## KOWLOON F.C. v. KING'S REG'T.

The following team will represent the Kowloon F.C. in their 1st division League match v. the King's at Kowloon, tomorrow (Saturday) at 4.30 p.m.:—Woodman; Wheeler and Knight; Morrissey; McKelvie and Pasco; Clemon, Hall, Scully, Duncan and Mason. Reserve: G. Duncan.

## HONGKONG F.C. v. H.M.S. "TITANIA."

The following team will represent the Club in their League game with H.M.S. "Titania" tomorrow (Saturday) at 4.30 on the Club ground:—McPhail; Reid and Bishop; Blair, J. Stewart and Angus; Perry, Valentine, Begg, W. Stewart and Ragland.

## INTERPORT HOCKEY.

A Renter's telegram dated Shanghai, April 4th states that, in a hockey match, the Hongkong Indian Garrison team beat the Shanghai Sikh Police by 6 goals to nil.

## TABLE Dainties &amp; SAVOURIES

Hummel's Pate de foie Gras No. 10...	per tin	\$3.00
" " " " " 12...	"	2.00
" " " " " 14...	"	1.10
Puree de foie Gras...	"	.50
Russian Caviars...	"	5.90
Chicken a la King...	per jar	1.25
Turkey Hash...	"	.55
Spaghetti & Chicken Livers...	"	.55
Devilled Chicken...	"	.90
" Turkey...	"	.90
Welsh Rarebit...	"	.90
Truffled Boar's Head...	in Glass	1.60
Game Galantine...	per tin	2.75
Ox Tongues Paysandu...	"	4.30
Libby's Ox Tongues...	"	

No. 14, \$3.50; No. 2, \$5.00; No. 3, \$6.00

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## SUBSTANTIAL LIGHT-WEIGHT MATERIALS

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SMART LINENS, COTTONS AND SILKS.

FANCY CASHMERE.

WOOLSTEDS, FLANNELS, SERGES,

etc., etc.

## "TAIPO" CLOTH

This is a new fabric and the ideal cloth for SUMMER WEAR.



## NEW ADVERTISEMENTS

## DISSOLUTION OF PARTNERSHIP.

**HANKAM KWINGTON WOO** retired from the Firm of Geo. K. Hall, Brutton & Co., on the 1st instant. The Business of the said Geo. K. Hall, Brutton & Co. will be carried on at the same address under the Style and Name of **Geo. K. Hall, Brutton & Co.**

Dated the 4th day of April, 1923.

**Geo. K. Hall, Brutton & Co.**

## TO ALL WHOM IT MAY CONCERN.

**W**e the undersigned **JOHN D. HUMPHREYS & SON**, of Alexandra Building, Des Vaux Road Central, HEREBY GIVE NOTICE that we have this day authorised Mr. **JOHN DAVID HUMPHREYS** to sign our Firm Name Per Procuration.

Dated the 4th day of April, 1923.

**JOHN D. HUMPHREYS & SON.**

## NOTICE.

**A. S. WATSON & CO., LTD.**

**ONE** Certificate for 3 Shares Nos. 12693/12695 and **ONE** Certificate for 3 Shares Nos. 12696/12698 in this Company, standing in the Name of **LI HIM U** and **LI T. CHEONG** respectively, have been LOST, and if at the Expiration of One Month from the Date hereof the above documents be not forthcoming, other Certificates for the said shares will be issued by the Company and thereafter no other will be acknowledged.

**A. S. WATSON & CO., LTD.**

Hongkong, 5th April, 1923.

## CITY HALL.

**CHAMBER OF COMMERCE ROOM.**

**MISS MAY MUKLE**

The World's Great "Cellist"

will give a

**CONCERT**

on

**WEDNESDAY, April 11th, 1923,**

at 5.30 P.M.

Assisted by

**Miss REBECCA CLARKE (Violin)**

**Miss GERTRUDE WATSON (Piano)**

Booking at **THE ANDERSON MUSIC CO.**

Price of Admission—\$3.00.

[661]

## NOTICE TO CONSIGNEES.

**OCEAN STEAMSHIP CO., LTD.**

**CHINA MUTUAL STEAM NAVIGATION CO., LTD.**

**CONSIGNEES per Company's Steamer**

**"ATREUS"**

are hereby notified that the Cargo will be dis-

charged into the Cargo, Kowloon, where it

will be at Consignee's risk and subject to

terms and conditions of storage at the

wharf. The Cargo will be ready for delivery

from Godown on and after 6th April.

Optional cargo will be landed, unless notice

has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are

to be left in the Godowns, where they will be

examined on any Tuesday and Friday between

the hours of 10.45 A.M. and Noon within the free

storage period.

No claims will be admitted after the Goods

have left the steamer's Godown, and all Goods

remaining undelivered after the 11th April will

be subject to suit.

All Claims against the Steamer must be

presented to the undersigned on or before the

23rd April, or they will not be recognised.

No Fire Insurance will be effected.

**BUTTERFIELD & SWIRE,**

Agents.

Hongkong, 5th April, 1923.

[663]

## DISS BROS.

**NOTICE IS HEREBY GIVEN** that I

have this day Sold to **MACKIN-**

**TOSH & COMPANY, LIMITED,** the

Stock-in-Trade and Goodwill of the Business

hitherto carried on by me under the style of

**DISS BROS.** at Alexandra Building, Victoria,

Hongkong, Tailors.

All Claims and Accounts unsettled Up to

This Date will be paid and discharged by me.

Dated the 2nd day of April, 1923.

**A. C. DISS.**

[643]

## MACKINTOSH &amp; CO., LTD.

**NOTICE IS HEREBY GIVEN** that We

have this day Sold to **THE DAVID**

**DAVIDSON & CO., LTD.** the

Business of the said **Geo. K. Hall, Brutton**

**& Co.** hitherto carried on by **ARTHUR C.**

**DISS** under the style of "DISS BROS." at

Alexandra Building, Victoria, Hongkong,

Tailors, and We intend to carry on such

Business in our Tailoring Department.

All Claims and Accounts unsettled Up to

This Date will be paid and discharged by the

said **ARTHUR C. DISS.**

Dated the 2nd day of April, 1923.

**MACKINTOSH & CO., LTD.**

**F. A. MACKINTOSH,**

Managing Director.

[644]

## NEWS FROM THE OLD COUNTRY.

**SEND 13/-** and we will mail you regularly

every week for 52 weeks a copy of any

British Weekly Newspaper, such as: Lloyd's,

People, The Era, Pearson's, etc., etc., etc.

Hundreds of papers on our Big List mailed free

at a different price sent weekly, or the same

publication for 52 weeks. 13/- pays for a year's

subscription, including postage. Most unique

and up-to-date service, greatly appreciated by

members throughout the Empire.

Send 13/- to-day

**PERIODICAL POSTING CO.**

PLYMOUTH, ENGLAND.

[1731]

## INTIMATIONS

## CITY HALL.

## TWO PIANO RECITALS

by

**ALEXANDER SKLAREVSKI**

(World Famous Pianist)

to be given on

**MONDAY, 9th APRIL, at 5.30 P.M.**

and

**TUESDAY, 10th APRIL, at 5.30 P.M.**

Booking at **MOUTRIE'S.**

653]

## PUBLIC AUCTION.

**T**he Undersigned have received instructions

to sell by Public Auction,

on

**WEDNESDAY, the 11th APRIL, 1923,**

commencing at 3 P.M.,

at their Sales Room, Duddell Street.

**ONE SET OF MINT MACHINERY.**

This lot comprises a complete set of Mint

Machinery capable of producing 100,000 (One

hundred thousand) pieces of coin (Twenty

cent coins or 300,000 (Two hundred thousand)

pieces of coin (Ten cent) coins per working day

of 10 hours.

Further particulars and inspection orders

may be obtained from Messrs. GILMAN & Co.,

Ltd., or the Undersigned.

Terms:—20% of Purchase Money to be paid

on Fall of Hammer. Balance to be paid within

two weeks of day of sale.

**LAMBERT BROTHERS,**

Auctioneers.

523]

By Order of the Executor

**PARTICULARS & CONDITIONS OF SALE**

of

**VALUABLE LEASEHOLD PROPERTY.**

**74, CAINE ROAD, HONGKONG**

To be Sold by

**PUBLIC AUCTION,**

on

**UESDAY, the 17th DAY OF APRIL, 1923,**

at 3 o'clock, P.M.

by

**Messrs. LAMBERT BROS., Auctioneers,**

at their Auction Room,

**DUDDLE STREET, HONGKONG.**

The Property Consists of—

All that Piece or Parcel of Ground registered

in the Land Office as Inland Lot No. 3200

together with the messuages and premises

thereon known as No. 74, CAINE ROAD.

The dwelling House is most commodious

and would be suitable for a large family house

or hotel.

The House faces the Harbour and is situated

in a very valuable quarter of Hongkong

commanding a splendid view.

There are 16 Large Airy Rooms, Spacious

Garden and Lawn with Garage attached, also

Extensive Road Garden.

Every modern convenience, Hot and Cold

Water System and Electric Light and Gas.

There is an Extensive Basement and

Excellent Servants' Quarters having separate

entrance.

Extensive Verandahs on Three Floors and

amongst other conveniences there are Two

Bathrooms, Two Kitchens, Storeroom and

Linen Room.

An Excellent and Attractive Investment.

The Premises are held under a Crown Lease

for the term of 999 years from the 1st day of

September, 1857.

The Vendor would be prepared to leave

half the purchase money on Mortgage at

current rate of interest on the day of Auction.

For further particulars apply to

**Messrs. LAMBERT BROTHERS,**

The Auctioneers,

**Duddell Street.**

or

**Messrs. D'ALMADA & MASON,**

Solicitors for the Vendor,

**33, Queen's Road, Central.**

Dated the 4th day of April, 1923.

**D'ALMADA & MASON,**

Solicitors for the Vendor.

660]

## PARTICULARS

**VALUABLE LEASEHOLD PROPERTY**

**No. 13, WING HING STREET,**

**VICTORIA, HONGKONG.**

To be Sold by Order of the Mortgagee

By

**PUBLIC AUCTION,**

on

**MONDAY,**

**The 14th DAY OF MAY, 1923, at 3 o'clock P.M.**

by

**Messrs. LAMBERT BROTHERS**

**At their Office, Duddell Street.**

**THE** Property consists of First ALL

THAT piece or parcel of ground situated

at Victoria in the Colony of Hongkong and

registered in the Land Office as SECTION

A of INLAND LOT NO. 5183 together with

the messuages erections or buildings thereon

now known as No. 13, Wing Hing Street and

Secondly ALL THAT strip of land at the rear

of the said Section A of Inland Lot No. 5183

being a scavenging lane. All of which pre-

misses are held for the residue of the term of

75 years from the 15th day of May, 1914,

created by the Crown Lease thereof together

with the valuable machinery now situated in

or upon the said premises and at No. 1

Gordon Street.

Particulars and Conditions of sale may be

obtained from

**Messrs. HASTINGS & HASTINGS,**

Solicitors,

**8, Des Vaux Road Central,**

**Messrs. LAMBERT BROTHERS**

Auctioneers.

[1257]

## INTIMATIONS

## NOTICE

**NOTICE IS HEREBY GIVEN** that

pursuant to the reconstruction agree-

ment made between **ARNHOLD BROS. & Co.,**

**LTD.** and **HARRY MONTAGUE MANN,** the

Liquidator thereof and others and this Com-

pany, this Company has from the 1st April

1923, acquired the undertaking of **ARNHOLD**

**BROS. & CO., LTD.**, and will henceforth carry

on the business heretofore carried on by that

Company.

**ARNHOLD & CO., LTD.**

Hongkong, 1st April, 1923. [657]

## HONGKONG TRAMWAY CO., LTD.

(INCORPORATED IN THE UNITED KINGDOM.)

**NOTICE IS HEREBY GIVEN** that the

ORDINARY GENERAL MEETING of the

HONGKONG TRAMWAY CO., LTD. will be held at the

Office of Messrs. JARDINE, MATHESON & CO., LTD.,

21, PRINCE STREET, HONGKONG, on WEDNES-

DAY, the 11th day of APRIL, 1923, at 12

o'clock Noon, to transact the Ordinary

Business of the Company.

By Order of the Board,

**W. E. ROBERTS,**

Secretary.

Hongkong, 5th February, 1923. [651]

## GANDE, PRICE &amp; CO., LTD.

**NOTICE IS HEREBY GIVEN** that the

SIXTEENTH ORDINARY ANNUAL

MEETING of the Company will be held at the

Company's Office, 8, QUEEN'S ROAD







# NAPIER JOHNSTONE'S 'N. J. CLUB' SCOTCH

The "Peg"  
of Ages  
1745  
till  
to-day



OBTAINABLE FROM  
**LANE, CRAWFORD, LTD.**  
AND ALL WINE MERCHANTS

*This pure old Whisky has had, since 1745, a great reputation amongst connoisseurs for its mellow flavour, and still maintains a world-wide identical quality.*

## SPECIAL OFFER

to users of MALTED MILK.  
For a limited period only.

7 oz. (net) bottles



**NESTLE'S MALTED MILK**

are on sale at the Low Price of  
**65** Cts. per bottle.

Stocks are held by—

Lane, Crawford, Ltd.  
French Store.  
Sincere Co.  
Wing On Co.  
Sun Co.

A. S. Watson & Co.  
Colonial Dispensary.  
The Pharmacy.  
Bakilly & Co.

and the chief Compradore shops.

## WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE. VETARZO BLOOD MEDICINE

Never before was there anything like it; nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It purifies and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, psoriasis, rheumatism, piles or hemorrhoids, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and laryngitis, rheumatic coughs, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.  
**VETARZO BRAIN AND NERVE FOOD.**  
For Nervous Debility and Chronic Weakness.  
**VETARZO REGULATORS.** Safe and Reliable.  
English Price 2s. (other remedies). The VETARZO REMEDIES CO., Gospel Oak, N.W.4, London, Eng. Unscrupulous Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LEADING CASH CHERMISTERS.

**PRISCILLA  
DEAN**  
IN

## UNDER TWO FLAGS

THE PICTURE THAT WILL LIVE IN  
YOUR MEMORY FOREVER!

WATCH THE OPENING DAY.

## RICH WIVES DRESS BILLS

SHOULD A POOR MAN PAY?  
BACHELOR JUDGE'S QUESTION.

Judgment was reserved by Mr. Justice McCardie—the bachelor judge—recently in the action brought by Callot Sours, couturiers, of Avenue Matignon, Paris, and Buckingham Gate, S.W., to recover £257 from Capt. J. V. Nash, of Duke-street, Grosvenor-Square, W., for dresses supplied to his wife, whose ambition, he had stated in evidence, was to be the best-dressed woman in London. Capt. Nash, recalled, told Mr. Justice McCardie that his wife was an American. Originally she was a Miss Donaldson and at the age of 18 married a wealthy invalid called Mr. Kerwan. The marriage was annulled and shortly afterwards Mr. Kerwan died. Then she married a Capt. Sifton, of the Canadian Army, and divorced him. Questioned by Mr. H. M. Given, counsel for Callot Sours, regarding payments to his wife, and asked if people who went to his dress shop, he replied, "Not particularly."

Mr. Justice McCardie: You do not think they are fashionably dressed at his shop?—Some are, but it does not follow that they will be extraordinarily well dressed.

I understand that people of different classes of life and different varieties of disposition go to his shop?—Yes, my lord.

Mr. Given: You went to the Ritz very often?—They know me well. My mother used to stay there. They cashed my cheques when I wanted them.

Mr. Given: That is not a place where very dowdy people go?

Mr. Justice McCardie: I think they have been seen there.

Mr. Given (to Capt. Nash): The Ritz is a place where you would like to see your wife well dressed, is it not?

Mr. Justice McCardie: Does not a man always like to see his wife well dressed if she can be so without extravagance?

Mr. Given: In this case he wants to see his wife well dressed without paying for it apparently.

25,000 HIDDEN AWAY.

Capt. Nash was questioned regarding a sum of £25,000 he had placed in the Chancery-lane Safe Deposit in order, as he said, to conceal from his wife the real financial position with a view to curbing her extravagance.

Mr. Given: Only four months after the marriage you were concealing matters from your wife?

Mr. Justice McCardie: Within four months? Is not that the most dangerous time?

Mr. Given: It is not generally a time when a husband has begun to conceal his means from his wife.

Mr. Justice McCardie asked Mr. Harris, who addressed the court for Capt. Nash, whether women dressed to please men or to please women.

Mr. Harris: I think they dress to annoy other women. (Laughter.)

Then you would say that they dress to please men and to annoy women?—I should say that the motive varies.

What portion of a husband's income do you suggest ought to be devoted to the decoration of his wife's person?—That would depend upon their station in life.

Take the standard of these people with a net in Dyke-street or a house in Eaton place?—I should think at the outside £400 a year would be enough.

What proportion of a husband's income would that be?—In this case, it would seem to be the husband's whole income.

What is he to do then?—I suppose he can do nothing else than file his petition in bankruptcy and retire from the scene.

He can retire from the actual practice of matrimony, but he cannot retire from his responsibilities as a husband.

The law holds him to them. All he can do if he remains with his wife is to remonstrate with her and take the consequences.

Mr. Nash did that and it resulted in rows and threats to commit suicide. A self-willed woman, as apparently this woman was, is difficult to control.

How do you think they ought to be controlled?—I prefer not to express an opinion on that. I think they are uncontrollable.

Not as a sex?—Oh, no, my lord. This type.

Mr. Justice McCardie: I am sorry you have no wider message of hope than that for husbands. (Laughter.)

HUSBAND'S RESPONSIBILITY.

Mr. Given said if a husband was to be allowed to escape liability in the way Capt. Nash sought to escape, English credit in Paris would not continue to be what it was.

Mr. Justice McCardie: How would you check a wife's desire to be the best-dressed woman in London?—He could not check the desire, but he might check the outward and visible signs of it by putting a notice in the newspapers.

Do you think that would be a safe foundation for a future happy matrimonial life?—It would form a foundation for honesty. I do not know that honesty has to be sacrificed.

Mr. Justice McCardie: A husband is in a position as difficult and delicate to-day as 100 years ago; perhaps more so because woman is asserting greater freedom. She has more legal rights and he is left with his old responsibilities unrelieved by any legislation.

Mr. Given pointed out that even if a married woman had an income of her own, it did not discharge a husband from his legal obligations to maintain her. That was common-sense morality and law.

Mr. Justice McCardie: Why should it not *prima facie* relieve a husband from responsibility for his wife's dresses?—Because it is a husband's duty to keep his wife.

Suppose she has £5,000 and he has £1,000?—It is his duty to support her.

Why should a man with £200 a year give £250 to keep a woman who has £5,000 of her own?—It is an old-fashioned idea and instinct, and it is law that a man should not live even partly on his wife.

Mr. Justice McCardie said the questions of fact were of social importance and the question of law would require attention. He would, therefore, consider the case and give his judgment later.

"A SURPRISE PACKET."

On the resumption of the hearing of the case on March 9th, Mr. Justice McCardie had a surprise packet for the plaintiff's counsel. Consideration of the request made at the last hearing on the 22nd February, by the plaintiff's counsel that the wife should be enabled to appear in person was reopened. Counsel read the wife's telegram

(Continued at foot of next column.)

# Remington Portable

Carry good typewriting  
wherever you go

From city to country  
From office to home

**B**USINESS letters, manuscripts, reports, field notes, letters to your friends, the school compositions of your little ones—all are best and most legibly written with the friendly aid of the Remington Portable.

Like every Remington, it is sturdy and dependable, easy to operate and turns out beautiful work.

—and all these well-known, standard Remington qualities are so wonderfully compacted that they fit in a case only four inches high.

And you will be pleased to note that the keyboard, the great operating feature, is of the same size, with the same number of printing keys as the Standard Remington you have been using in your office for so long. No shifting for figures.

The Remington Portable was designed by Remington Engineers to be your companion and friend for intimate writing. It is made light in weight so that it can be easily carried. It is made small in size so that it can be tucked away in desk drawer or on the book shelf—and Remington quality is built in, because that's the Remington way.

FOR YOU—FOR EVERYBODY



**MUSTARD & CO.**

22 Museum Road, Shanghai

Exclusive Representatives for China including Hongkong & Macao

Branches: Hongkong, Canton, Hankow, Peking, etc.



## AMBULANCE

The word brings to mind accidents, suffering and need of gentle ministrations. Every day, in some place or other, Boy Scouts tenderly and efficiently give first aid to unfortunate sufferers from accident. Ambulance work is yet another branch of usefulness which the Boy Scout learns.

Broken legs attended to, scalp bandaged, tourniquets applied to severed arteries in the

CITY HALL

FRIDAY & SATURDAY,  
April 13th & 14th  
at the  
SCOUTS JAMBOREE.



SHANGHAI OFFICE—  
6A, PARKING ROAD,  
AGENTS for Hongkong  
and South China,  
**DODWELL & CO., LTD.**  
TELEPHONE 1030. 2, QUEEN'S BLD.



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ACTRESSES, BEAUTIES,  
STUDIES, DRAWINGS.

GREAT CHOICE AND VARIETY.

State wishes clearly and write to

**M. R. GENNERT.**

CALLE CUYAS, BARCELONA,

BARCELONA, SPAIN.

## DAIRY FARM NEWS

COLD STORAGE

the only sure protection for  
Winter Clothing, Carpets,  
etc., during the Summer  
Months. For further parti-  
culars apply to the Secretary.

THE DAIRY FARM ICE & COLD  
STORAGE CO., LTD.

## WONG SIU WOON



BOOTS, SHOES & SLIPPERS  
For LADIES, GENTS & CHILDREN


BEST DRESS, PRICES MODERATE.

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**EVERYBODY** agrees that Watson's is a Whisky preserving the finest traditions of **SCOTLAND'S BEST**

SOLE AGENTS. Tel. 624.

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**JAVA-CHINA-JAPAN LIJN.**



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPERIENCE ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILBOET	JAVA	In port.	8th April	SHANGHAI & JAPAN
TJIKEMBANG	NORTH CHINA	—	16th April	BATAVIA
TJIBODAS	JAPAN	18th April	10th April	BATAVIA & BATAVIA
TJISONDAH	JAVA & SAIGON	20th April	24th April	DALAT

Wireless Telegraphy.  
The Steamers are all fitted throughout with Electric Light and have accommodations for a limited number of saloon passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.  
For Particulars of Freight and Passage apply to the  
**JAVA-CHINA-JAPAN LIJN.**

**VEREENIGDE NEDERLANDSCH SCHEEPVAARTMAATSCHAPPIJ**  
(United Netherlands Navigation Company)  
**HOLLAND-OOST AZIE LIJN**  
(Holland-East Asia Line)  
(Members of the Straits, China and Japan Conferences).

Regular monthly Service between  
**JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA**  
AND  
**AMERICAN, ROTTERDAM, HAMBURG AND BREMEN**  
Sailings, subject to alterations.

Arrivals from Europe.  
S.S. "OOSTERK" ... about 14th April.  
S.S. "OUDERKERK" ... about 23rd May.

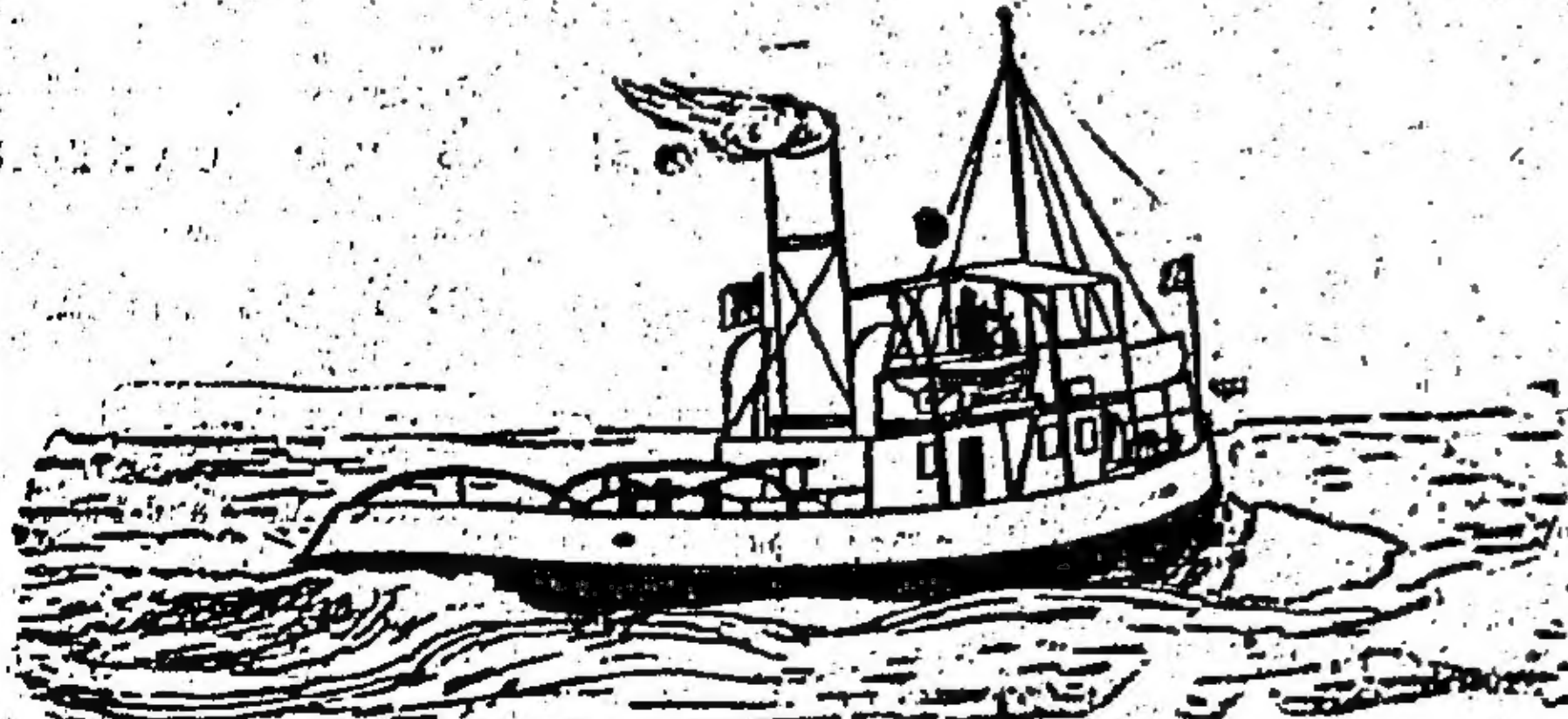
## Sailings to Europe.

Steamer	For	Sailing on or about
"HANKA"	Amsterdam, Rotterdam, Hamburg & Bremen	28th Apr.

For full particulars please apply to

**JAVA-CHINA-JAPAN LIJN.****W. S. BAILEY & CO., LTD.**

**SHIPBUILDERS, MARINE AND LAND ENGINEERS**  
builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-export abroad.



OIL-FIRED TUG BOAT "LION" BUILT BY W. S. BAILEY &amp; CO., LTD.

Boiler Makers, Founders and Constructional Engineers and Repairers

**STATE AND HOUSING.****SUBSIDIES FOR WORKING-CLASS DWELLINGS.****INTERESTS OF THE MIDDLE CLASSES.**

Sir Arthur Roscawen, the Minister of Health, speaking at Wallington on February 18th, said the rent restriction and housing questions were two very different questions which the present Government had inherited, but which they were determined to solve as best they could. It had been assumed that the Government in general, and he in particular, were bound by the recommendations of the majority of the Earl of Onslow's Committee. This was not the case. The Committee's report was received by the Cabinet only last week, and they had not had time to go through it fully, and in the meantime it was stated in the King's Speech that they were prepared to adopt certain of the recommendations. It was quite obvious that no Government could be expected to adopt all the recommendations when there were two reports, also several reservations to the majority report, but the Government intended to frame a policy after considering the reports generally. Onslow's Committee had performed a great service in going most thoroughly into the question, and had made some very valuable recommendations. Many of their recommendations would be adopted in order to remove anomalies and injustices in the present Act; it must be remembered that landlords have rights as well as tenants. Two things, however, he could tell them for certain. One was that, although the present Act came to an end next June, the Government had decided that rent restriction must go on for a further period, and a bill would, therefore, be brought in for this purpose. Secondly, there was to be no sacrificing of the interests of the middle-classes, and the Government could not, therefore, accept the proposal for the gradual decontrol of houses, which would, again, the higher-rented houses coming out of the Act next June. No doubt the Committee's object in pressing this was to stimulate the building of middle-class houses, a good deal of which was going on now, but the notice was too short, and a sufficient number of houses had not yet been built. That part of the report, therefore, could not be adopted. He would like to call attention to the attitude of the Labour party with regard to rent restriction. In their minor report they proposed that it should go on until 1930, their object undoubtedly being to make it permanent. In fact, they wanted to nationalise housing and make it completely a State service. That would be one of the most disastrous things that could happen to the country, which had depended for its housing as for everything else, in the past on private enterprise.

**AN ACUTE SHORTAGE.**

The Government would like to see a complete return to normal conditions, with no rent restriction and no State housing scheme, but they recognised that at the moment this was impossible. It was impossible because there still existed an acute shortage, and until this was met there must be a certain amount of State assistance. People said: Why not rely entirely on private enterprise? He wished they could, but after the most careful investigation of the whole question he had come to the conclusion that private enterprise, although it might supply and, indeed, was to some extent supplying, the villa type of house, and even the highly-rented working-class house, would not and could not under present conditions supply the smallest type of house with the low rent suitable to the average working-class family; there was no prospect of such houses being built without assistance. The Government, therefore, considered that the next two or three years should be considered as a transitional period during which there should be both rent restriction and State assistance to housing in the hope that normal conditions might prevail after that.

With regard to the assistance proposed to be given we should certainly not go back to the 1919 scheme. That scheme had three cardinal defects:—  
1. The liability of the State was unlimited, the liability of the local authorities being limited to a penny rate.  
2. A great scheme of building having been announced all over the country prices were forced up to a tremendous figure, and, although they had since come down after the scheme was stopped, they were still too high.  
3. The fact that the State liability was unlimited involved a tremendous amount of control and interference from Whitehall.

These three defects must be avoided in future. What the Government proposed was a limited subsidy per house for a period of years, which would be calculated to represent half the loss, the local authority making up the other half. The scheme should be limited to the smallest type of house, home for working-men's houses. It should be limited in time to the transitional period he had indicated, while rent restriction remained.

As to the amount of the subsidy he could say nothing, since negotiations were proceeding with local authorities. The subsidy should be paid to the local authorities, and they could themselves build if they wished, but it was proposed that they should be encouraged not to do this, but rather to get private enterprise to work. The plan adopted he called the Manchester scheme, since it had been first suggested by the Lord Mayor of Manchester. Under this scheme local authorities could either build themselves or raise loans and make payments to private builders, or make an annual allowance for a term of years towards the rates of the new houses built, which allowance would attach to the houses and make them the more readily saleable. Then the ownership of houses was a very important matter, and building societies now would generally advance about two-thirds of the value of the house to a purchaser. He thought that if the local authorities stood behind the building societies so that a larger advance could be made, it would assist in getting more houses built, and the subsidy could be used for this purpose.

Then they proposed to amend and improve an Act which was too little known, namely, the Small Dwellings (Acquisition) Act, their proposal being to allow money to be advanced to the owners of houses in course of construction. In all these ways he hoped that they would get more houses of the right type which could not be constructed without some assistance. He laid emphasis, however, on the point that the assistance should be strictly

limited in amount, in time, and in the character of the houses, and regard would also be had to the capabilities of the building trade in each locality. It was not intended to require the erection of houses beyond what the trade could undertake at the moment, so as not to force up prices.

There was another plan which he would like to see carried out if it were possible. We had many captains of industry who had made great fortunes, many of them exceedingly generous and benevolent, and there was no subject to which they could turn their attention with greater benefit to their fellow-beings than housing. Was it not possible that some great housing trust could be formed on the model of some that had gone before, which would rapidly provide houses for the people? He only threw out the suggestion; anything of that kind he should welcome. Finally, control from Whitehall would be reduced to a minimum; if our liability was limited it would not be required, and the less of it the better. The Housing Bill would also contain new provisions for dealing with slum areas in addition to those already in existence. These slums, which were festering sores in our great towns, must be abolished.

**S.S. "LIEUTENANT ST. LOUBERT RIE."****SERVICES CONTRACTUELS DES****MESSAGERIES MARITIMES.****NOTICE.**

CONSIGNEES of Cargo from LONDON & ANTWERP in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after Friday, the 6th April, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th April, 1923, or they will not be recognized.

All damaged packages will be examined on Friday, the 6th April, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSSE, Actg. Agent.

Hongkong, 31st March, 1923. [646]

**THE NEW SPANISH REMEDY**  
**THERAPION NO. 1**  
**THERAPION NO. 2**  
**THERAPION NO. 3**

For all the diseases of the stomach, liver, and intestines, such as indigestion, flatulence, constipation, and all the ailments of the digestive system. It is a powerful and reliable remedy, and is sold in all the leading chemists and druggists.

**PREPAID "WANTED" ADVERTISEMENTS**

**WANTED.**—By End of July, a Three Roomed EUROPEAN FLAT. Moderate Rental. Hongkong or Kowloon. Apply Box W.T., No. Daily Press Office. [55]

**WANTED.**—A Small FLAT for Married Couple. Apply with Particulars and Terms to Mr. E. YAMAGUCHI, Mitsui Bussan Kaisha, Ltd. [56]

**WANTED.**—By Foreign Bank, Experienced BOOKKEEPER and Exchange CLERK with good knowledge of English and General Banking. Apply Box W.S., c/o Daily Press Office. [54]

**WANTED.**—One Large ROOM or Two Small, preferably on Ground or First Floor, in Centre of City, required as Offices about June.—Write "Z" Daily Press. [53]

**INDO-CHINA****STEAM NAVIGATION COMPANY, LIMITED.**

SAILINGS SUBJECT TO ALTERATION.			
HAIPHONG via HOIHOW	"LEUNG SANG"	Friday	6th Apr. 10 a.m.
MANILA	"YUEN SANG"	Friday	6th Apr. 3 p.m.
RAIGON	"MAUSANG"	Friday	6th Apr. 5 p.m.
RAIGON	"TAISANG"	Saturday	7th Apr. Noon
RAIGON via SWATOW	"HANGSANG"	Tuesday	10th Apr. Noon
TIENSTEIN	"CHIPSANG"	Wednesday	11th Apr. Noon
SHANGHAI via SWATOW	"YUEN SANG"	Wednesday	11th Apr. Noon
STRAITS & CALCUTTA	"FOOKSANG"	Thursday	12th Apr. 3 p.m.
STRAITS & CALCUTTA	"TAISANG"	Tuesday	17th Apr. 3 p.m.
KORE via SHANGHAI	"NAM SANG"	Thursday	19th Apr. Noon
KORE	"HUSANG"	Friday	20th Apr. Noon
SANDAKAN	"HINSANG"	Friday	20th Apr. 2 p.m.
HANGKOK via HOIHOW	"CHUNSANG"	Saturday	21st Apr. 10 a.m.

**CALCUTTA LINE.**—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon.

**SHANGHAI LINE.**—Sailings approximately every three days between Shanghai and Hongkong, sometimes calling at Swatow. Through tickets may be obtained and through Bills of Lading are issued to Northern and Yangtze Ports via Shanghai.

**MANILA LINE.**—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

**HAIPHONG LINE.**—Sailings approximately weekly for passengers and cargo calling at Haiphong when convenient.

**BORNEO LINE.**—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Labud Dato.

**TIENSTEIN LINE.**—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

**HANGKOK LINE.**—A weekly service is provided between Hongkong and Hangkook via Swatow, by five steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE**

S.S. "FOOKSANG" will be despatched on or about Thursday, 12th April, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

**Jardine, Matheson & Co. Ltd.**

GENERAL MANAGER.

Telephones: CENTRAL No. 15.

**GLEN AND SHIRE**

JOINT SERVICE OF STEAMERS.

**U.K.—STRAITS, CHINA & JAPAN SERVICE****OUTWARDS.**

Vessel	Due Hongkong	Vessel	Leave Hongkong
"GLENAGLE"	9th April	"PEMBROKE"	10th April
"GLENAMORY"	25th April	"GLENADE"	20th April
"GLENAPP"	7th May	"GLENAMORY"	25th April
		"GLENADE"	20th April

Movements are subject to change without notice.  
For freight or further particulars please apply to—

**Jardine, Matheson & Co. Ltd.,****The Glen Line, Ltd., AGENTS.**

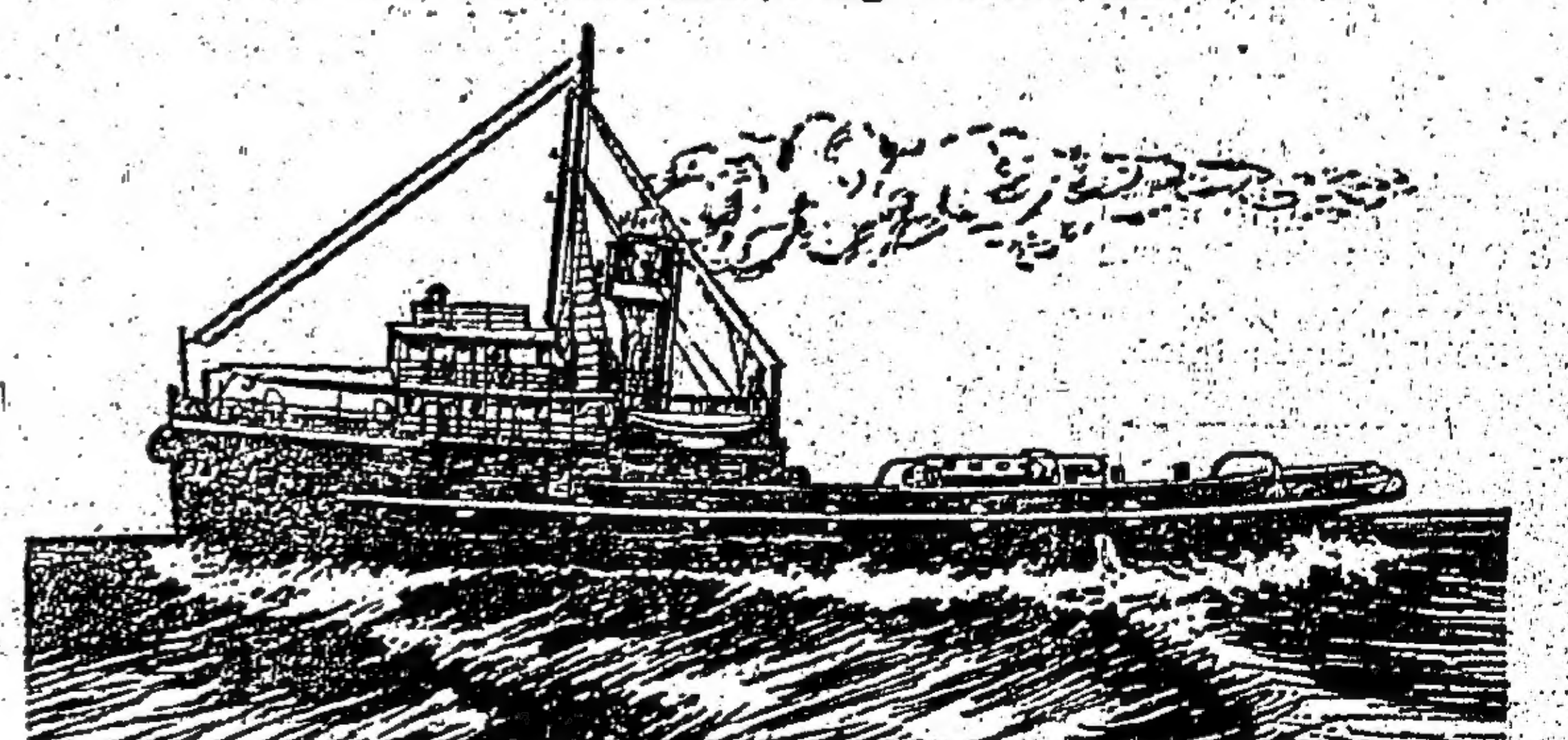
Telephone: CENTRAL No. 215 and 216 and CENTRAL 2000.

**The HONGKONG & WHAMPOA DOCK Co., Ltd.**

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin Ocean-going Tug and Salvage Steamer

**"Henry Keswick"**

Built, engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service. 1921. Length 165' B.P., Breadth 34' (m) Depth 17' (m) I.B. 3,000. Fitted with electrically driven machinery and appliances for Salvage Work.

Please address enquiries to the Chief Manager:

**R. M. IYER, B.Sc., M.I.N.A., Kowloon Dock, HONGKONG.**







**"ELLERMAN LINE"**

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM &amp; CONTINENTAL SERVICE

## OUTWARDS.

S.S. "CITY OF SINGAPORE" ... 28th April ... Shanghai, Kobe &amp; Yokohama

## HOMEWARDS.

S.S. "CITY OF POONA" ... 28th April ... Marseilles, London &amp; Hamburg.

## PASSENGER SERVICE

S.S. "CITY OF POONA" ... 28th April ... Marseilles, London &amp; Hamburg.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.

REISS &amp; CO., CANTON

(Tel. Central 700)

**BOSTON AND NEW YORK**  
Joint Service of the**"BLUE FUNNEL" LINE**

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

**AMERICAN & MANCHURIAN LINE**  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "LION" ... via Suez Canal ... 15th April.  
S.S. "KARONGA" ... via Suez Canal ... 25th April.  
S.S. "ATREUS" ... via Suez Canal ... 5th May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.  
(JOHN SWIRE & SON, LTD.)  
HONGKONG AND CANTON. REISS & CO., CANTON.**M. MESSAGERIES MARITIMES M.**  
SERVICES CONTRACTUELS

Mail Steamers.	Next Sailing from Marseilles.	From Hongkong to Marseilles.	Probable Sailing from Hongkong for Marseilles.
ARMANDIERRE	...	...	17th April
PAULELECAT	...	...	30th April
ANDRE-LEON	...	...	15th May
NABORE	...	...	29th May
CORILLIERE	...	...	12th June
ANGERS	...	...	26th June

**RATES OF PASSAGE MONEY TO MARSEILLES.**

(Including Table Wine and Free Doctor's Attendance.)

A Class 1st Class ... \$120.00. Od.  
B Class 1st Class ... \$110.00. Od.  
B Class 2nd ... \$80.00. Od.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Transits at Marseilles.

LIGNE COMMERCIALES (CLASSE BOATS)

S.S. "C. M. MAILHOL" leaving for PORT-SAID, VALENCE, BORDEAUX, HAVRE, ANTWERP & DUNKIRK, about 15th April.  
S.S. "LT. ST. LOUBERT-RIE" leaving for HAVRE, ANTWERP & DUNKIRK, about middle of May.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3, Queen's Building.  
CONSIGNATION—TRANSIT—REPRESENTATION.**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

**SWATOW, AMOY & FOOCHOW**

AND RETURN

(Occupying 10 Days)

HAIHONG ... Capt. W. C. Passmore ... Friday, 6th Apr., at 1 p.m.  
HAIPOONG ... Capt. Ellis Walker ... Tuesday, 10th Apr., at 12 Noon.  
HAIHING ... Capt. J. B. Thomson ... Friday, 13th Apr., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAFRAIK &amp; CO.,

General Managers.

**JAPAN COAL**  
AND  
GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.  
THE OSAKA MARINE & FIRE INSURANCE CO.**MITSUBISHI SHoji KAISHA**

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKYO

No. 14, PEDDER ST., HONGKONG.

**P. & O., British India**  
**Apcar and**  
**Eastern & Australian**  
**Lines**

(COMPANIES INCORPORATED IN ENGLAND)

**MAIL AND PASSENGER SERVICES**

STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA, ESTZ, EUROPE, ETC.

**PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.**  
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"NAGPORE"	5,293	7th Apr., 10 a.m.	Saigon, Singapore & Bombay
"NANKIN"	7,200	18th Apr.	Marseilles, London & Antwerp.
"SIOLIA"	6,800	28th Apr.	Spore, Penang, Colombo & Bombay
"FARMALA"	9,000	2nd May	Marseilles, London & Antwerp.
"KIDDERPORE"	5,234	8th May	Singapore, Penang & Bombay
"KASHGAR"	9,000	16th May	Marseilles, London & Antwerp.
"SOUDAN"	6,700	19th May	Spore, Penang, Colombo & Bombay
"NYANZA"	7,000	26th May	Marseilles, London & Antwerp.
"SARDINIA"	6,530	13th June	do
"DELTA"	6,007	27th June	Spore, Penang, Colombo & Bombay
"SIOLIA"	6,813	28th June	Marseilles, London & Antwerp.
"MALWA"	10,941	11th July	do
"DEVANHA"	6,092	25th July	Spore, Penang, Colombo & Bombay
"SOUDAN"	6,536	26th July	Marseilles, London & Antwerp.
"KHIVA"	9,017	8th Aug.	do

**BRITISH INDIA - APCAR SAILINGS**S.S. "JANUS" ... 4,824 ... 8th Apr., 2 p.m. (Calcutta via Singapore & Penang)  
S.S. "JAPAN" ... 6,000 ... 12th Apr. (Singapore, Penang & Calcutta)  
S.S. "TAKADA" ... 6,949 ... 20th Apr. (do)**EASTERN & AUSTRALIAN SAILINGS (South)**

S.S. "ARAFURA" ... 6,900 ... 7th Apr., 10 a.m. (Manila, Sandakan, Thursday Island, Brisbane, Sydney &amp; Melbourne)

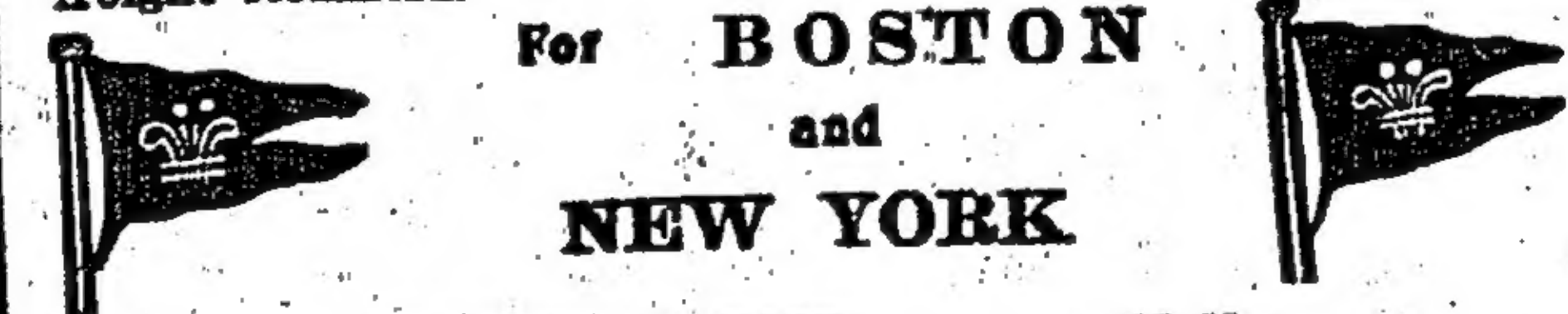
Frequent connections from Australia with the following—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal.  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILING TO SHANGHAI & JAPAN**S.S. "KASHGAR" ... 8,840 ... 7th Apr., 4 p.m. (Shanghai, Moji, Kobe & Yokohama)  
S.S. "ST. ALBAN" ... 4,200 ... 10th Apr. (Japan Direct)  
S.S. "SIOLIA" ... 6,713 ... 16th Apr. (Shanghai only)  
S.S. "NYANZA" ... 7,023 ... 22nd Apr. (Shanghai, Moji, Kobe & Yokohama)All rates are approximate and subject to alteration without notice.  
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
Passengers for Hongkong must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.  
First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.  
All Cabins are fitted with Electric Fans free of charge.  
Parcels measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.  
For further information, Passage Fares, Freight Handbooks, etc., apply to—**MACKINNON, MACKENZIE & CO.**

31, Des Voeux Road Central, HONGKONG.

Agents.

**PRINCE LINE FAR EAST SERVICE**

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "EASTERN PRINCE" ... 16th May.

For Freight and full particulars apply to—

**FURNESS (FAR EAST) LIMITED.**

Telephone: Central 2165

Telegrams (Panama)

(Incorporated in Great Britain)

84, George's Building

**O. S. K.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION  
LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES—  
Monthly direct service via Singapore and Port Said.  
"PARIS MARU" (Taking Passengers) ... Saturday, 7th April  
BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN—via RAIGON & SINGAPORE. PASSENGER SERVICE.  
"BRUNO MARU" ... Sunday, 6th May  
"TACOMA MARU" ... Tuesday, 11th May, 11 a.m.  
BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.  
"HIMALAYA MARU" ... Saturday, 21st April  
SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger ServiceCALCUTTA—Monthly Service via Singapore, Penang & Rangoon.  
"MALAY MARU" ... Thursday, 12th April  
VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service."ARABIA MARU" ... Saturday, 7th April  
NEW YORK via PANAMA—Regular monthly service via Japan Ports/San Francisco—  
Panama and Cuban Ports.  
"HAYES MARU" ... Tuesday, 11th May  
JAPAN PORTS—Kobe & Yokohama.  
"BRUNO MARU" ... Sunday, 6th May  
KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.  
"KALO MARU" ... Every Sunday, 10 a.m."AMATEUR MARU" ... Thursday, 12th April  
TAKAO via SWATOW & AMOY.  
"KORO MARU" ... For sailing dates and further particulars please apply to—  
Tel. Central No. 4600. K. SHIMA, Manager.**C. N. C.**  
**CHINA NAVIGATION CO., LTD**

## SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
SHANGHAI	"SUIYANG"	On 6th Apr., D.L.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 6th Apr., 10 a.m.
HAIPHONG	"NANNING"	On 6th Apr., D.L.
SHANGHAI & TSINGTAO	"SOOCHOW"	On 7th Apr., 10 a.m.
HOBOW, PAKHOI & HAIPHONG	"YUNNAN"	On 7th Apr., 10 a.m.
HOBOW & BANGKOK	"LINAN"	On 8th Apr., 10 a.m.
SWATOW, SHANGHAI & PUKOW	"LUCHOW"	On 8th Apr., Noon.
SWATOW & SINGAPORE	"KWEIYANG"	On 10th Apr., D.L.
AMOY & SHANGHAI	"CHECHEN"	On 10th Apr., Noon.
SWATOW & BANGKOK	"KWANGTUNG"	On 10th Apr., Noon.
MANILA	"TAMING"	On 10th Apr., 4 p.m.

Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE

Telephone Central 83.

(JOHN SWIRE &amp; SON, LTD.)

CARGO &amp; PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE (JOHN SWIRE &amp; SON, LTD.)

**AUSTRALIAN ORIENTAL LINE**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Sandakan, Manila & Australian Ports.
"TAIYUAN"	24th April	29th April

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Redwood Pines, Cargo booked through to all Australian, New Zealand &amp; Transvaal Ports.

For freight and passage apply to—

BUTTERFIELD &amp; SWIRE

Telephone Central No. 83.

(JOHN SWIRE &amp; SON, LTD.) Agents.

**STRUTHERS & BARRY**

OPERATING U.S. GOVERNMENT SHIPS.

**EXPRESS FREIGHT SERVICE.**

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "Elkridge" ... Due Hongkong 10th Apr. Leave Hongkong 12th Apr.  
U.S.S. "West Chopaka" ... Due Hongkong 12th Apr. Leave Hongkong 14th Apr.  
U.S.S. "West Chopaka" ... Due Hongkong 14th Apr. Leave Hongkong 16th Apr.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLANDPOINTS.

**TO MANILA AND SINGAPORE.**U.S.S. "West Chopaka" ... Due Hongkong 11th April. Leave Hongkong 12th April.  
U.S.S. "West Farolan" ... Due Hongkong 12th April. Leave Hongkong 30th April.  
U.S.S. "West Farolan" ... Due Hongkong 30th April. Leave Hongkong 1st May.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO

**STRUTHERS AND BARRY.**

A. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS &amp; JAVA.

1st Floor, Queen's Building,

Phone Central No. 3006.

G. P. BRADFORD, Res. Agent.

**DODWELL & CO., LIMITED**

REGULAR SAILINGS TO NEW YORK &amp; BOSTON

For NEW YORK &amp; BOSTON via SUEZ

**LLOYD TRIESTINO.**

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA &amp; DANUBE PORTS.

PIUM having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

**FOR BRINDISI, VENICE & TRIESTE**

S.S. "VENEZIA" ... sailing on or about 28th April.

**FOR SHANGHAI.**

S.S. "VENEZIA" ... sailing on or about 11th April.

Passengers' Luggage can be insured at the Office of the Agents.

**NATAL LINE OF STEAMERS.**

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMFULI" ... sailing about 20th April.

S.S. "UMSINGA" ... sailing about 6th May.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LIMITED.**

Agents.



